VOLUME X NUMBER 16 48 PAGES

Cycle News WEST

May 1, 1978

American Journal of Western Motorcycling

SPEEDWAY IS BACK!
AUSTRALIA — ENGLAND — BAKERSFIELD?

50¢

250 PURSANG

CN TESTS BIKE THAT GAVE FIRST AMERICAN VICTORY IN WORLD CHAMPIONSHIP MOTOCROSS

COMPLETE REPORT ON EUROPE'S RICHEST MOTORCYCLE RACE

TRIUMPH LAP RECORD AT ASCOT
NORTHWEST TT CHAMPIONSHIP

Newspaper
P.O. Box 498 Long Beach, Ca.
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It seemed like everything except the start line was off-camber.

Prospectors Finally Strike Gold

by Ron Schneiders

BALLINGER CANYON, CAL., Apr. 23, 1973 – After being twice foiled by weather, the Prospectors finally managed to hold their annual Goldrush enduro in its originally scheduled location, Ballinger Canyon, approximately in the center of Los Padres National Forest.

They took the only date available for this third attempt and, as a result, had far fewer riders than had originally signed up. Estimates were that of the original 500 entries only about 250 showed up today.

The Saturday of Easter weekend just can't be considered a prime date. It's unfortunate because those riders who, due to work or religious committments, couldn't make the rescheduled event not only lost an entry fee but missed a fine run as well.

Six riders were scheduled on each minute but most minutes had empty spots and some were entirely vacant.

The first loop was 56 miles long with a gas stop at the 32 mile point. The club used the same course that they had originally planned with the same average speeds. The result was that this loop was slightly easier than planned. We started at 15 MPH to the Cuyama River and made our way down the river at 18 MPH.

Although this is rather slow for a sandwash, a much faster schedule speed might have produced some accidents because the river bottom is filled with camoulfaged rocks, pieces of driftwood, eroded ditches and holes, plus occasional mudholes.

Just before we got to Apache Canyon, there was a check which some of the more impatient riders (myself included) burned by a minute or two. We rode up Apache Canyon, following the wash most of the way rather than the road. This was the same course as the Dirt Diggers used last year, only in reverse. We climbed continously up to what was to have been the really tough spot of the first loop, a narrow contoured trail high up in the pines, probably Forest Service Trail No. 22W01.

When this course was laid out, that trail was under snow and ice and the Prospectors twice had to go and dig it out to make it barely ridable. To allow for the inevitable bottlenecks on a trail like that (only an eagle could pass on it) the schedule was set at a slow 6 MPH. Now, of course, there was no snow and it was just a leisurely trail ride in the pines, enjoyable but not very challenging. There was a predictable check at the end of the trail.

From there we made our way back, following roughly, the Quatal Canyon Road. There were some bits of trail, including one section on which it was a little tough to maintain schedule, and, of course, there was a check to catch the lazy riders at the end. Most of that section was dirt road.

After a hasty fifteen-minute lunch stop we started the second, shorter loop. This one was to be only 35 miles. Any thoughts one might have entertained about loafing around this loop quickly vanished.

It was all trail, no road, up and down steep hills, with sharp turns, (all off camber of course) and no traction. I had ridden part of the loop before, when it was wet, and found it was much harder to ride fast now that it was dry. Traction was often non-existent on a brick-hard sandy surface.

For variety, we rode a tight twisting sandwash for a while, then back onto the higher trail. If you lost a minute, it was lost for good, unless you were a super-fast rider. The schedule was right at the edge of a good average rider's ability.

The whole time that we were struggling with the schedule, nature was doing her capricious best to make us forget all about the enduro. We passed one field after another of blooming wild flowers in every possible color. Level fields would be all one color, generally a canary yellor or purple, but on the steep slopes of the side canyons there would be 15 or 20 variets of flowers competing with your watch for attention. There were even some patches of brilliant yellow-orange California poppy left.

Possibly the most interesting spot of this run was a trail that looked like it had been constructed with a berserk entrenching tool. We were in the bottom of a canyon that was very narrow and deep. It was so narrow that you had to watch your handlebars and occasionally pick your feet up to avoid bruised fingers and toes. There was a tree across the trail at one point and that we had to go under. Some rider's bikes wouldn't fit! Somehow or other, they made it though.

After the canyon, we started climbing again and pretty soon came to a trail that finished off a few more tired riders. It was steep with a number of hairpin turns and, of course, they were off-camber. If you got going too fast and missed the turn you spent a good many minutes getting your bike back up on the trail. As with all mountain-type riding, there was plenty of potential for getting yourself permanently disqualified from life if your skill exceeded your wisdom.

Fortunately, nobody managed to get quite that exuberant but there were a good many mishaps of less serious nature. One fellow in a hurry came whistling up on me, tooting his horn, hollering and blowing his compression release. I pulled over and let him go by and watched, fascinated, as he went by the next turn as well and 50 ft. down a near vertical slope (His bike that is; he went another 15 feet by himself). When he picked himself up, I waved and went on. I hope he got back on trail in time to read this.

The trail through the canyon was a 6 MPH section which allowed a good many of us slowpokes to get back on schedule so we finished looking good, but had lost a bunch of points in the middle.

When it was over, the Prospectors scored the run immediately. While they were scoring, the Dirt Diggers had their trophy presentation and passed out free beer. Two cold beers after that run and some of the riders passed out competely. The scoring was completed by four o'clock, but the results are still very much unofficial.

It looks like S. (Steve?) Bell will be Sweepstakes and "A" Heavyweight winner with a four point loss. Ken Lewis Jr. should get "A" Lightweight with -7 and B. Johnston is lowest "A" Trail with -11.

In "B" Heavyweight, B. Wilsey looks best with -8. Paul Flanders, super Red Dot, riding his third enduro should have the "B" Lightweight trophy. Paul attributes it all to his choice of handlebars. "B" Trail goes to Rick Munyun. Rick and his Dad, Marv will have to fight it out with the Ken Lewises for the Father and Son trophy. Both teams have 14 points. The team trophy will go to Team Honda this time: Jay Tullis, T. Furtado and Marvelous Marv Munyun.

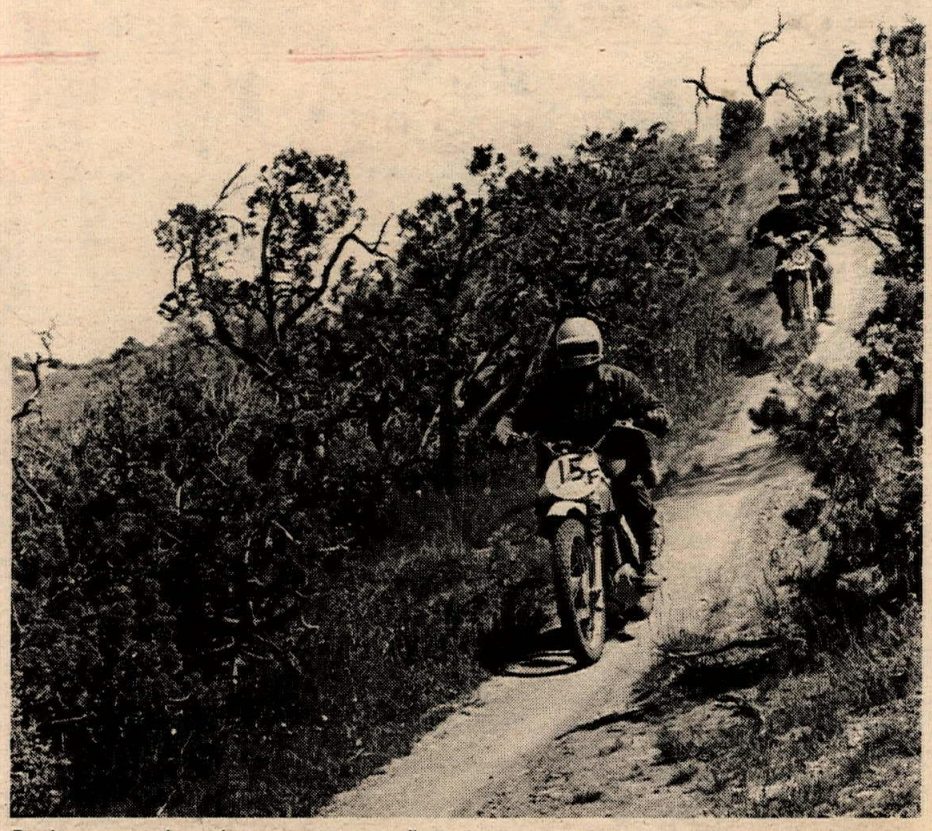
With all the snow and mud, rain, cancellations, the Prospectors really worked their butt's off to make this run a success. Besides all the normal work of setting up a run in difficult terrain, they all had to give up three weekends. I'm not sure that there are very many clubs that would have been that persistent. Given this, I suppose it's not surprising that they were not inclined to be very tolerant or good natured when someone wants to criticize.

Thus when Stan Baldwin, the Enduro Points Steward came up and said he wanted to file a protest, he got 10 minutes of Prospector vocabularly (not much of it printable in a family type newspaper) before anyone decided that they ought to at least read his protest before filing it (and prossibly him as well) in the nearest Forest Service trash can.

Here is Stan Baldwin's "Protest"; "Without a doubt this will be the best run of the year!! (even if I didn't finish all of it.)" *(signed)* Stan Baldwin, Dave Evans, Roy Sheridan and several others.

I'm not quite willing to go that far, with the year still young and several other good clubs (including the Shamrocks) ISDT Qualifier yet to be heard from, but I will say those following are going to have to go like hell to beat this one!

If you think this culvert was a tight squeeze, you should have seen the tree the Prospectors ran the course under.



Passing was tough on the narrow, steep trails.

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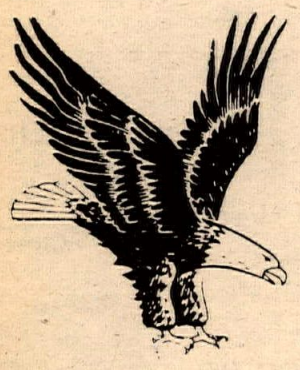

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LESS SOUND
<db
MORE GROUND

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VOICES OF THE WEST

Test of the GP-winning Bultaco 250 Pursang begins on Page 36. Color photos of aviating Managing Editor by Dave Schoonmaker.

HANGTOWN HACKS APPROVE

Speaking of Hangtown (which you were in the April 17 issue of CN), the Southern California Side-Hack Assn. would like to thank the Dirt Diggers North and all the spectators for a most enjoyable trip/weekend.

We would like to correct the results, however. John Palfreyman/Joe Gardner on a 650 Triumph Wasp did win the first moto and take first for the day. BUT the second moto saw Tom Ridyard/Dean Ashton on a 360 Yamaha (the smallest machine there) pass both Palfreyman/Gardner and the 750 Honda Wasp of Monohan/Ramsden on the back straight to take the lead and the win. It's not easy to catch all the action at any track, but you could have been in town and heard the crowd cheer that little two-stroke on! We think they deserve a lot of credit for a superb job of riding!

NANCY PERSON
Secretary
Side-Hack Association

VIVA LOS ANCIANOS

It was my pleasure last weekend, April 7 and 8, to ride the First Los Ancianos M/C Tecate Quinientos (or Tecate 500) Enduro in Mexico.

Course layout and marking were superb and showed imagination. The insurance liability, was welcome and the free gas and oil at the checks was a God-send not to mention the free lunch both days.

A special thanks to the Webco truck for giving me the stop leak for my tire on Sunday morning. I would have never started on time without it.

With only 80 riders this year I predict a sell out next year after everyone hears about this one.

CHUCK BENNETT
Secretary
El Cajon M/C

POWDER PUFF RESCUE

I would like to thank the 13-year old girl who helped my wife riding in the SRA California City G.P. when she unloaded hard enough to be unconscious for 30 minutes. This girl (No. 628) stayed with my wife until she came around and got her on her bike and rode in the last seven miles with her. It is a good thing she stayed with my wife because when she came to, she was loony to be blunt. It is people like her that continue to restore your faith that the kids we are raising are not so bad.

JACK & MARY SPEARS
Dirtfliers M.C.

NOVICES AREN'T ALL PIT RACERS

This letter is in regards to the "so called pit racing Novice that almost ended Rick Hocking's career at the Ascot Half-mile opener."

I, "the Novice," was on my way from the staging area to my parking place at a very slow first gear speed when a van pulls out in front of me. The van stopped at the exit from the race track, completely blocking my view of the exit. I started to pull along side of the van so I could get in a better position to see the exit when two Junior riders came off the truck at a high rate of speed. One was trying to go between me and the van and to avoid a collision I let out the clutch moving me more to the center. As a result he missed me and it also killed my engine. At that time, Rick Hocking came around the van as fast as the other and could not avoid hitting me.

I don't like being called a pit racer. I have been racing for five years and I cannot stand pit racers.

JIM STEINBACH
Novice 63R

CATS WON'T PAY

The Cactus Cats Corona M.C. held a benefit race on Sunday, January 21, 1973. This race was originally held to support the El Cajon M.C. in their stand against the BLM. Shortly after the benefit race, the El Cajon M.C. settled their case with the BLM, and we did not choose to forward the funds of the benefit race to the El Cajon M.C. in view of the way they settled.

We therefore chose to take a stand against the BLM in another way. We have complied with all of the conditions of the land use permit issued by the BLM with the exception of payment of the $1 per rider fee.....

We feel, from a legal standpoint, the BLM is out of line to collect this fee. We have retained Mr. Martin Hildreth to carry this to whatever level necessary (Mr. Hildreth we felt is ideally suited to handle this as he is a desert rider and and active member of a District 37 club). We will use the funds raised in the benefit race to settle this matter, which we feel will benefit all users of the desert.

We urge your support of this action.

CACTUS CATS CORONA M.C.
Box 881
Corona, Calif.

NOISE: The sound that kills the sight.

LOST AND FOUND

This letter can't be much reward, but it is a start at saying "Thank You" to all the great people who helped in our successful search for a lost rider at Hi Vista the weekend of April 1st: the San Bernardino County Sheriff's office and their Search and Rescue Team, the owners of the Hi Vista Store, the two guys with the dune buggies, the L.A. County Sheriff's Office, the lady at the Alta Vista Store, and most important of all, the District 37 Search and Rescue Team, all of whom missed at least one day's work to help, and thanks to all the members and friends of our club who came out to search. You all proved again what a club and desert racing are all about.

FOUR ACES M.C.

FIR LADIES ARE ALL RIGHT

I would like to thank you for running our event in your Calendar of events. It read San Berdoo Fir Ladies Poker Run, which must have been the reason for a fantastic turn-out. People came to see just what a "fir lady" looked like. I don't know if they were shocked or not. We had a good run and lots of give-aways.

I'd like to thank all the different Fire Depts. from North Hollywood to San Diego. Your paper really gets the word around.

A good word should be said for the B.L.M. who cooperated all the way. They only asked that we pick up our ribbon, which we did, and leave things clean. Everyone showed that the majority of bikers do leave things better than when they got there.

PENNY TERRY
President S.B.F.D. Ladies Aux.

THIS DH REED WORKED!

Since I reserve the right to complain about the bad, I feel I have the duty to speak out about the good.

I recently took my 250 Pursang to John's Racing Cycles in Costa Mesa for repair work and to have a D & H reed valve installed.

Greg, the service manager was quite helpful and took the time to explain what was involved and how long the work would take with friendly, honest answers and suggestions.

When I picked my bike up I was really impressed by the quality of work. It looked as if the 36 Bing and reed valve had been a factory installation. The performance of the bike was great.

On Tuesday morning when I got to work I received a call from the service manager. He wanted to know how the bike ran in Sunday's race, if I was satisfied and if there was anything else he could do. That kind of service is rare and hard to find.

DAVE SHAFER
Covina, Calif.

It sure is...Ed.

CYCLE SWAP-O-RAMA EXPECTED TO DRAW SELL-OUT CROWD

The Cycle Swap-O-Rama, largest motorcycle parts swap meet in the world, is rapidly becoming sold-out as far as dealer spaces go.

"As of last Thursday, April 19th, we have paid reservations on all dealer spaces except two," said promoter Vic Wilson. "One hundred unreserved spaces for both dealers and private parties will go on sale the day of the event at 2 PM. However, we anticipate no problems in fitting in swappers as late as 6 PM Friday, using all available space," added Wilson.

The event will be held inside the huge New Products Pavilion Building of the Orange County Fairgrounds on Friday, April 27th from 5 PM to midnight in conjunction with the 1973 Speedway season opener. Admission for buyers is $1 with children under 6 free. For information, call 714/637-1835.

1973 WORLD CHAMPIONSHIP

This year's World Speedway Championship Final is scheduled for Poland. The date is Sunday, September 2 and the venue is proposed as the Sileasian stadium at Chorzow, near Katowice and 150 miles from Warsaw.

The stadium is capable of holding 130,000 people and the Polish authorities are confident of packing it to capacity for speedway's premier event.

"THE GREAT DUAL"

It's about the (you guessed it) fifth minute at the SRA Enduro.

by Larry Langley

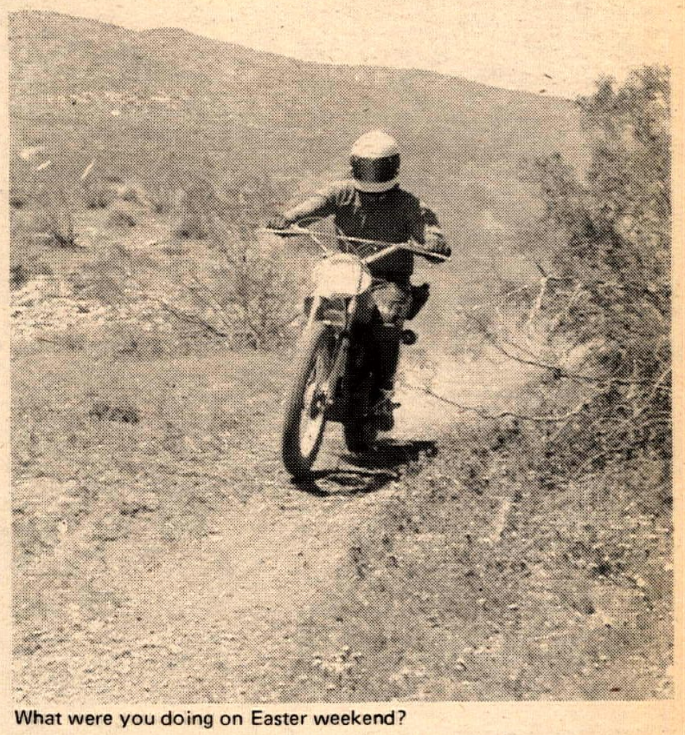
CALIFORNIA CITY, CAL., Apr. 21, 1973 – The SRA came up with an interesting concept with their Great Dual Enduro/Hare and Hound. The idea was to run a somewhat straight line enduro Saturday and then use the same course backwards Sunday as a Hare and Hound. The only problem was that SRA picked Easter weekend to run it. There are two weekends a year that riders will not come out, and they are Easter and Christmas. Only 150 riders showed up to try the enduro on Saturday. This was too bad as the weather was just beautiful, and the SRA laid out a very good course.

First riders out on the enduro course left at 9:01, so everyone got a good night's sleep before undertaking 57 fun miles on the first leg of the Great Dual. I did something different on this run, I took my seven year old son Bobby along riding Buddy Up (two on one motorcycle). I wasn't sure how it would work out but as it turned out we had a nice ride. The first five miles were very enjoyable at the posted 15 MPH average. SRA took us canyon running up and down the neat sand canyons abounding in the area. At the five mile check I caught up with the rest of the guys (and girl) riding on my number just as they were taking off. They left a little early knowing that the SRA always throws their checks about 14 miles out, right? Wrong. A half mile further down the wash SRA was waiting with super sneaky check Number One. Boy did they catch a lot or riders early.

I motored up right on time laughing at my riding friends who were looking at their scorecards in sorrow adding up the points for being early. This was to be our only time zeroing a check as the average went up to 24 MPH, and there was no way I could keep up with Bobby on my tank. So we just took it easy and enjoyed the spectacular scenery which consisted of much green grass and colorful wildflowers which were in full bloom. The course was tight but fun, and to keep on the 24 MPH you had to really ride your tail off. Only six miles past check 1 was the next check which was another surprise for riders used to riding SRA enduros. This one also caught a lot of riders riding off schedule. After winding up, through and then down the Rand Mountains we, finally crossed Randsburg Highway and gassed up at Garlock Highway, where our pit crews met us. After downing a quick Coke we took off on 23 nice miles of trails which would end up at the overnight stop, the Wagon Wheel Cafe or more commonly known as Charlie's Place.

We were doing pretty good on this section and I actually got back on schedule when Bobby informed me he had to go. Now, schedule or not, when your seven year old is sitting right on your lap and assures you he can't wait, it's time to pull over for a unscheduled pit stop. No arguments. Back on the trail we find out the rear tire is flat.

He's got the 21st number. Wonder if it's the 21st minute.



What were you doing on Easter weekend?

Sigh. We limped in only 6 minutes late and received our very nice finishing pins. Bobby was thrilled as it was his first. Got to get that mini-bike put together for him.

The SRA scored the cards and presented the trophies Saturday night. D. Cummings, a C rider, won 1st overall with only 9 points lost. L. Leach came in 2nd overall with 11 points lost. These are high scores for a SRA enduro but I think the placement of the sneaky checks zapped a lot of the riders.

Sunday it was Hare and Hound time back to the pits at California City. About 100 riders took part in the second part of the Great Dual. The course was a lot tighter than desert racers are used to but it was interesting and fun. Results were not available as this was being written.

Summing up, it was a nice weekend but I sure wish SRA would try the flip card scoring system.

Sawmill Enduro

by Jim Armstrong

photos by Ron Seeman & Armstrong

UPPER LAKE, CAL., Apr. 15, 1973 – The U.S. Forest Service (Mendocino National Forest), the County of Lake, local property owners, and the weather cooperated with a hard-working North Bay Motorcycle Club to put on an outstanding 1973 Sawmill Enduro. They had no trouble filling their 750 entry quota by mail and had to turn away post-entries. The required District 36 Enduro Card (at $2 a copy) apparently was no deterrent.

The weather had been a little drier than usual, causing a dust problem on parts of the course, but nothing like even a moderate rain would have done. It was also a might chilly for the early starters. The first five were off at 7:01 with Carl Cranke and some of the other Penton crew away at 7:13.

The worst marking of the day was only about two miles out, causing a lot of detours. Later marking problems were more aggravating than serious. That early detour was a blessing in disguise for the over-eager, with the first check at 5.2 miles to slow down the hot-shoes. From then on, however, it was a hot-shoe run with definitely tepid-toe times. The first half had a lot of roads with little trials sections stuck in between; the 24 MPH average was fast-comfortable.

The second and third checks were at 19.6 and 45.3 miles. With over an hour or riding time at the same average between checks, you didn't even have to know how to divide to do your R=D/T.

At the gas check was to be found the greatest thing since free gas: Free Gas! The ring-a-dings bring their own oil and the club sloshes the premium go-juice into gallon jugs. How nice not to have know your Prestone bottle intimately enough to distinguish it from 500 or so other Prestone bottles.

After a mandatroy half hour, the tough part began. The average dropped to 20, and the pace changed from fast-comfortable to fast-fast. The club had cut miles of brand new trail trough thick forest and the going tended to be tight and narrow: it was often hard to pass even if the guy ahead was willing. As frequently happens with virgin trail, some sections wore badly and presented later numbers with some real toughies and their accompanying bottlenecks. And with the required pace, bottlenecks you didn't need.

There were lots and lots of logs to cross, especially in an old burn, and lots of water to ditto; it wasn't uncommon to find the two together. Three more checks before the finish kept everybody honest. The finish was 97.2 long miles from the start and the run, for those on time, took a few minutes under 4 hours. The word was that Bob Keys, a consistent NoCal winner, was early, but everybody else was pretty late.

Sweeping, checking and emergency response were first-rate. The Old Adobe Fourwheelers of Petaluma provided radio communication and other worthy services.

The only thing lacking was a flip-card system; the results will, it is hoped, be along someday (ho-hum).

Keeping on schedule tweren't easy at the Sawmill...enduro that is.

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the latest poop

by Papa Wealey

Cap'n Crunch Cereal on the morning after the night before at the Lame Dog Enduro, on a wine bloated stomach, either cures or kills.

* * *

The AFM Sears Point road race has been postponed, pending installation of permanent sanitary facilities, as deemed by officials of Sonoma County. All riders who have pre-entered will receive a credit with the AFM North. This applies to any event which have been planned at Sears Point. Note though: this is a postponement, and there is hope for remedying the situation.

* * *

What we think is that Yamaha has a water-cooled 250 twin up their inscrutable sleeves. The liquid 500-Four running around Europe looks like nothing so much as two 250 twins grafted together. The Four even has two separate water cooling jackets around the pairs of cylinders. The only reason we can figure that they haven't brought a 250 Twin into production for racing is that they don't need to. What's the last time anything other than a 250 Yamaha air-cooled twin won a big lightweight race?

* * *

The U.S. Forest Service curtailed the available land for the High Mountain Enduro so that the length of the run was cut from about 120 miles to about 80 miles. It makes more sense to us to rotate the areas in which events are held on a regular basis so that no one area gets completely wasted. This would provide new riding areas for more interesting events to be held and never do any significant damage to one area. J.R. Penney's complaint about the Lucerne Valley being "denuded of vegation" wouldn't have any justification if organizations and clubs were allowed to run events any place else besides that area.

* * *

A semi-works supported team rider will be campaigning a specially modified Montesa 250 Vehkonen Replica in the ISDT Two-Day Qualifiers in Oregon next month. They handle well enough and are fast enough for an ISDT-type event, but lights on a VR? Kahlevi would no doubt be amused by the whole thing.

* * *

As commented upon by Peter White elsewhere in this issue, Gabdrachman Kadryov is World Ice Racing Champion for the sixth time. The World Championship has been held seven times. He must have been off form one year. Not much else to do in Russia during the winter we suppose. Indoor short track, anyone?

* * *

After viewing some pictures of Gordon Farley's brilliant win at the Cotswold Trial in England on his Montesa Cota we can only conclude that British Masters' Trials unbelievable. Some of those riders clean sections that we couldn't even imagine laying out. Try a four foot vertical jump up a stone wall from a stream bed, for instance. Still can't figure out how they did that one.

* * *

Joel Robert reportedly came back from the Spanish 250 Grand Prix and stopped by fellow Belgian and Suzuki teammate Roger DeCoster's house. He flopped down on the couch and sat for half an hour muttering, in Belgian, "Pomeroy won. Pomeroy won." Jim apparently has the capacity for boggling even the World Champ's mind.

* * *

TAKE THAT, HONDA! Moto Guzzi has revealed a single overhead cam five-speed 350 four cylinder. They claim 38 HP at 9500 RPM.

* * *

AND FOR THE DIRT. The 340cc Sachs-powered automatic transmission Rokon enduro bike is now in production. Dealers should have some by the end of May or early June.

* * *

Bultaco's decision to go with Jim Pomeroy in the 250 class, rather than the 500 as originally planned, seems well-founded. The fast 400cc prototypes are still having sorting-out problems under British factory riders Vic Allan and Malcolm Davis. Sr. Bulto decided that the 400s were not yet ready for world class competition at the beginning of the season and he was right. The 250 seems to be doing just fine, in case you hadn't noticed.

* * *

British National Motocross Champion Bryan "Wild" Wade hasn't been tamed down a bit. He is consistently sticking it to the Husky factory riders while piloting a production 454 Husqvarna.

* * *

In Farmington, New Mexico dirt riders faced with land closure problems are taking action at the grass roots level by mending fences that inconsiderate riders have torn down and policing themselves so cattlemen and sheepmen don't get the local sheriff to do it. The Four Corners M.C. have undertaken a loosely-structured program aimed at impressing land owners and other land users that bikers are responsible and should get to use the land...if they don't abuse the land.

* * *

We hear that there is an evening class in motorcycle repair and maintenance being given at San Jose Community College in San Jose, California. It's open to all ages and they don't care whether you ride a thumper or a ring-ding. You can reportedly call 415/298-5064 for more info.

* * *

Rescue Three got and deserves thanks for helping Randy Brown of the Desert Squirrels M.C. when he broke his leg in the Antelope Ramblers D-37 Hare and Hound. There was also a plea from the club for all sponsoring clubs to purchase the AMA supplemental insurance to make up the $900 difference to the rider.

* * *

MORE DESERT GOOD GUYS. Donna Ray received a whole buncha blood from the Foothill Hawks M.C. (literally) to supplant the blood she needed for surgery. Do desert racers have better blood than regular people?

* * *

SCHOOL DAYS, BIKE DAYS. Long Beach, California high school students have an opportunity to take a 12 hour course in motorcycle operation and safety including equipment care and maintenance. The cost is only $12 and you have to be 14 years old and have parental approval, etc. It sounds like a good opportunity to learn to ride if you don't know how to qualify for a driver education discount on your motorcycle insurance. Sign up at 121 Linden Ave. in Long Beach. Classes start May 12 so don't wait around.

* * *

U.S. Dept. of Forestry is currently considering one of two proposals regarding "their" lands in the Los Padres National Forest. One is that all land in that area be closed until the President's use survey is complete in 1976; the other is that it remain open to use until that time. Ballinger Canyon, specifically, is affected by this action. A letter stating your feeling about having riding areas in Santa Barbara County should go to Mr. Lancaster, Los Padres National Forest Area, 42 Aero Camino, Goleta, Ca. 93017.

* * *

This year's Baja 500 will, in fact, be about 560 miles with only minor course variations from last year. The first 90-odd miles is still pavement to Checkpoint One Camalu.

* * *

John Rice is currently scheduled to ride a Rokon 340 automatic in the Baja.

* * *

Tony Murphy (of "Motorcyclist" magazine), quoted during his third hour of waiting for press credentials at Imola: "I'll never bad mouth Wes Cooley again."

* * *

PIT SQUID DEPT: Gary Fisher taught super English Road Racer Barry Sheene how to do reverse (front wheel) wheelies on Barry's Yamaha mini-enduro in the pits at Imola. Gary crashed it twice. Then they did some two-up rear wheel wheelies. Sheene could bring the think up to its balance point and ride it forever on the rear wheel.

* * *

DON'T THROW AWAY THOSE STOCK YAMAHA SHOCKS, Jarno Saarinen uses stock shocks on his Yamaha road racer. In fact, everything you can see is stock except those droopy handlebars and belly pan on the fairing. He even used to ride Yokohama road racing tires that came with the bike.

* * *

English girls are prettier than Italian girls. (What no moustaches?)

* * *

"I may as well tell you Mr. Hinchliffe, that this is one pretty sick motorcycle."

Maybe those car guys aren't all bad. Bill Mitchell, *the* Vice-President of General Motors, Journeyed all the way from Detroit just to see the 200 miles of Imola. Makes sense. Bikes are much more interesting than those boring four-wheelers.

* * *

Gary Fisher, a good all 'round rider, is going to stick mostly to the asphalt. He likes the grace of it, he says. He does plan to ride the Mile and Half-mile at San Jose, however.

* * *

Look for Yamaha to campaign their watercooled 750 two-stroke (with fuel injection) in National road races next year.

* * *

But then Suzuki might make a 750 six by coupling two 380's. There is a drawing floating around. Is there no end to all this?

* * *

Suzuki may also challenge Yamaha in the lightweight class by creating a 250 three, possibly with water cooling.

* * *

The word for "sidecar" in Italian is "side car".

* * *

American promoters and the AMA could learn something from the Europeans about planning a program that never drags and therefore attracts spectators — and money. American spectators could learn something from Europeans about how to treat a winning rider. "Nice ride." Doesn't cut it.

* * *

Seen in the back of the Yamaha van at Imola was the 500 four-cylinder road racer which was first raced at the French GP this weekend.

* * *

Ron Grant made a fortune at Imola...from the other riders. He's an ace card player.

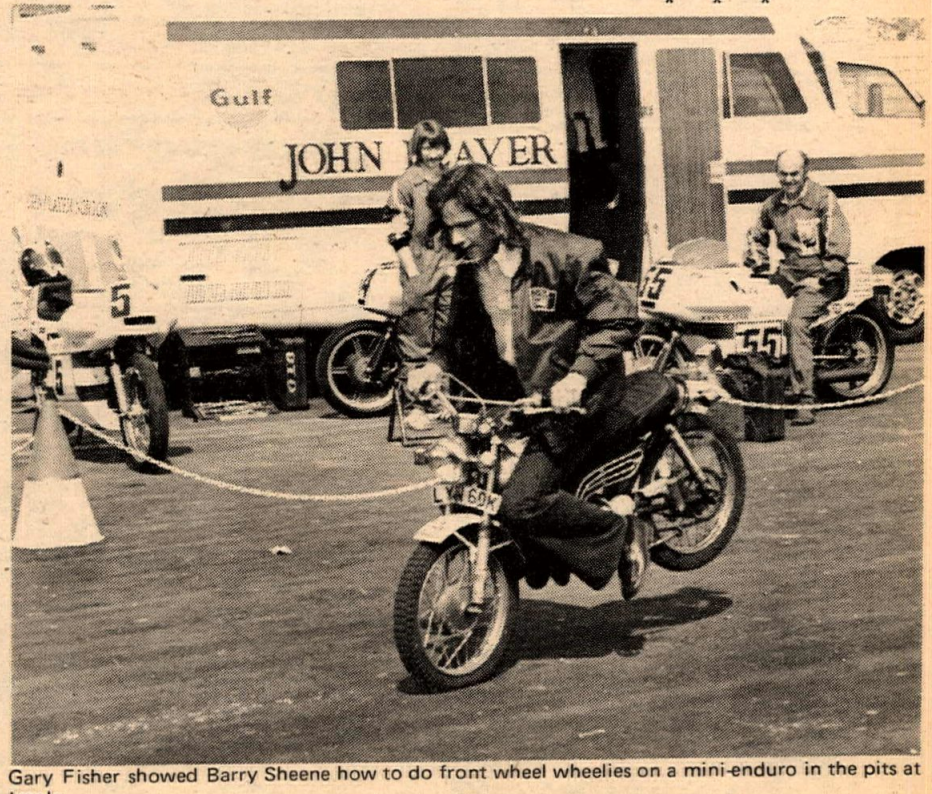
* * *

AUTOMATIC FEEDERS, PLEASE DON'T FEED: Because of a customs strike nothing was being let into Italy except livestock and perishables. When H-D Racing Manager Dick O'Brien found that Imola-bound riders' bikes were still in New York because of this, he had "HOGS" stenciled on the crates. The bikes arrived in time.

* * *

Is the Seeley frames works to go belly-up? Perhaps.

* * *



Gary Fisher showed Barry Sheene how to do front wheel wheelies on a mini-enduro in the pits at Imola.

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You know, we don't really believe this uppity furriner what won Daytona and now, Imola, with all his talk about wanting to settle down, have a family and be a design engineer in Finland. We bet he wants to be World Champion! World, meet Mr. and Mrs. Jarno Saarinen.

by Art Friedman

IMOLA, ITALY, Apr. 15, 1973 — The Ferrari Dino circuit in Imola is partially public road on weekdays. The infield is made up of farms, orchards, homes, and a public park. A river cuts across the course and requires two bridges. The course itself is very European: fast with a few slow turns.

It's also dangerous because it is fenced with steel Armco barriers designed for race cars. Walls and bridges also line the course as it winds around and changes elevation.

This year, the best road racers in America came to meet the best in Europe, and it seemed that the Shell 200 Miles of Imola was going to prove who really was The Best.

It didn't. It did prove that today, Jarno Saarinen on his Yamaha were runaway winners. But it didn't prove that any of several riders on equal equipment couldn't beat him.

Giacomo Agostini didn't show up. His 750 MV Agusta wasn't competitive so he went and won the Belgian GP on his 500 instead. Renzo Pasolini (H-D) beat Jarno recently when they were both on 350's, but Renzo was on a 750 which is slower, and he was coming down with the flu.

From America came our best: Yamaha has former World Champion Kel Carruthers and Gary Fisher. Suzuki sent go-fasters Ron Grant and last year's winner, Paul Smart. Smart could certainly win it, but so could any of Kawasaki's incredible trio. The lightning-bolt speed and instensity of Yvon DuHamel and Art Baumann are balanced by the savvy of Cliff Carr. Cliff got started in Europe and maybe coming back would break the bad luck that he drags around like a ball and chain.

The thirsty Kawasakis had the built-in disadvantage of requiring a pit stop. The rules require a dead engine stop so the boys in green were going to have to make themselves almost a minute's grace.

But one British journalist summed it up when he said: "There are two road racers that I'd pay to see race: Jarno Saarinen and Cal Rayborn. For the rest, you pay me." Calvin was considered by most to be America's best chance. He was accompanied by former AMA National Champ Mert Lawwill, who, although he doesn't count road racing as his forte, is getting better and better.

Qualifying: Who the Hell is Guido Mandracci?

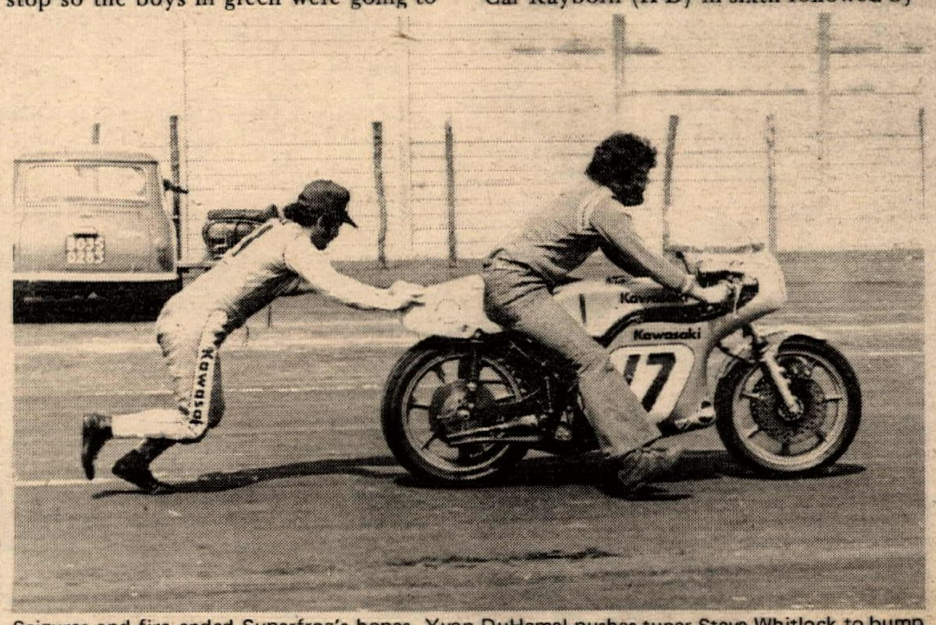
You've probably never heard of Guido Mandracci, but he qualified fastest at Imola aboard a 750 Suzuki with an average speed of about 105 MPH. Qualifying was done during practice. Officials had (they said) a stop watch on each rider during every lap of practice, and you were ranked by your fastest lap time.

Mandracci knows the course and was beautiful to watch as he used every inch of the track, skimming the grass at the apex and slipping right out on to the painted line at the exit.

That he had the place wired was obvious when you compared him to second fastest qualifier, Jarno Saarinen, the winner of Daytona. Jarno always left a few inches at the edge of the track. Jarno was both well-liked and expected to win. It was felt that he could go faster and also that he would have an advantage in that he could go the distance in both 100-mile heats without stopping for gas. Mandracci was expected to have to stop.

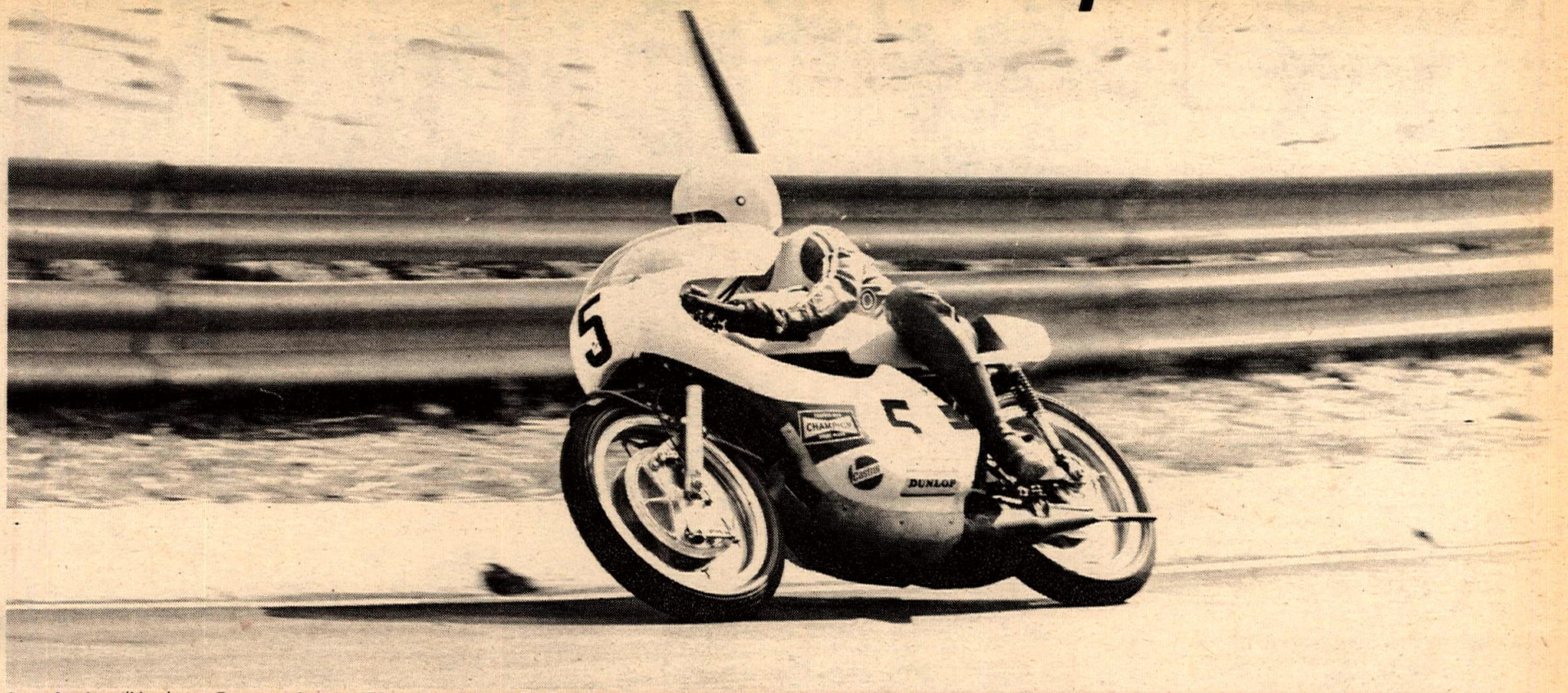
Third qualifier was Bruno Spaggiari, the 41 year-old leader of the Ducati team and last year's second place finisher. He wouldn't have to stop, either.

Walter Villa (Kaw) was fourth fastest and the Japanese Champion, Hideo Kanaya, was fifth. First American was Cal Rayborn (H-D) in sixth followed by



Seizures and fire ended Superfrog's hopes. Yvon DuHamel pushes tuner Steve Whitlock to bump start his Kaw 750.

Saarinen Took Imola But Was Rayborn Best?



Jarno Saarinen (Yam) won Daytona after the 750s broke and won Imola going away with two firsts in two heats. He is consistent, has good machinery and is very, very fast.

Art Baumann (Kaw). Jack Findlay (Suz) from Australia was eighth.

First Britisher was Peter Williams aboard the very good handling but quite slow, monocoque John Player Norton. It was a surprise, added to by the fact that Williams' teammate, John Cooper was not among the 45 that qualified. Sadly, neither was Mert Lawwill, although the rest of the "American" team made it with Paul Smart slipping into 11th. Yvon DuHamel, 15th; Gary Fisher, 18th, Kel Carruthers, 21st, and Ron Grant, 26th (after he experienced the Suzuki 750's first rod failure).

Cliff Carr only did a lap or two each practice before his engine got munchy. He blew it up three times, only got half a dozen laps of practice, and *still* qualified 38th. After his last seizure, he discovered that his spare crank had the wrong size piston pin holes and seemed ready to quit.

Conspicuous by his absence was World Champ Giacomo Agostini who decided not to ride the uncompetitive MV-6 750.

Everybody who started took home some Lira. They also had lap money (for the first three places). Heat win money was paid for both rider and mechanic, and many other racing accomplishments were also paid for.

First 100 Mile Heat

They came to the grid for the first heat at 2 P.M. Thousands upon thousands of spectators covered the hillsides and lined the track.

It had been announced at riders' meeting (where Yvon DuHamel got hit by a car, but was only bruised) that it wasn't necessary to take the warm-up lap. That would be critical for some since they couldn't top up their gas afterwards. One lap might make the difference.

Somebody didn't hear this, however, and when Jarno declined to take the lap because he didn't want to warm up his engine which runs better when cool (he had gas enough to go 150 miles), somebody got upset. A fist fight started, and Jarno decided that it wasn't worth it and took the lap.

When the flag fell to start the race it was the Kawasakis of DuHamel and Baumann that streaked to the front along with Jarno's Yamaha. Just astern were Paul Smart and Cal Rayborn. The Ducatis of Bruno Kneubuhler and Bruno Spaggiari were near the front, too. Spaggiari wanted to win very badly after second place last year.

Somehow, Cliff Carr had come from 38th into the top dozen. Ironically, fast qualifier Mandracci had problems immediately, never completed a lap, and was scored as last.

For maybe eight laps it was a race. First Art Baumann and then, Yvon DuHamel challenged Saarinen. Carr moved up, really flying considering he was breaking in a new engine. Then, for the fourth time in three days, his engine breaks.

The order is Jarno, Art, Yvon, Paul Smart, and the two Brunos on their Ducatis. Then Yvon's engine quits. He decides to ride it back to the pits anyway, and it seizes twice more on the

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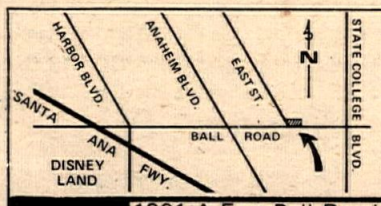

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Cal Rayborn (H-D) chases Peter Williams (Nor) chases Kel Carruthers (Yam). Aussie-turned-Yank Carruthers was top finisher for USA with a fifth.

way. Then, as he gets to the pits, the bike catches fire. Although still moving, DuHamel leaps off and the bike becomes a fireball. When the fire crew gets done, Steve Whitlock, Yvon's tuner, is left with three days to get the machine ready for Wednesday practice at Brands Hatch in England, and he has to drive it there, too.

Smart moves into third; Rayborn into sixth. Behind Cal are Kel Carruthers; Japanese Champ Hideo Kanaya (Yam); Teuvo Lansivuori, Jarno's teammate; Walter Villa (Kaw); and Gary Fisher (Yam) who is holding off Renzo Pasolini (H-D).

Then, one right after another, the Suzukis of Smart and Grant break. Barry Sheene also retires his Suzuki.

By now, Saarinen has a big, healthy lead and is lapping traffic. With no Yvon to rush him, Baumann slows some, Pasolini finally gives into his flu and quits. Kanaya crashes and retires.

Now disaster strikes Calvin. His bike starts to leak oil forcing him to slow. The Harley is way down on power, giving away at least three seconds per lap. Calvin has been making up for it. Now he begins to slip and slide around and in the flailing around his collarbone, which has just begun to knit from his Daytona crash, lets go. Somehow, Calvin continues, but Kel catches him.

Baumann has been slowing and finally Bruno Knebuhler passes him and takes second. The crowd goes nuts. A Ducati in second! Hot on his heels come Spaggiari, an Italian on a Ducati! Kel passes Cal and Gary Fisher gets run into a haybale at over 100 MPH. He manages to save it, but his brake pedal is unrecognizable. Baumann continues to slow to seventh place ahead of Jack Findlay (Suz).

Then the crowd gets a real shocker. Kneubuhler (Duc) in second place, crashes coming out of the hairpin. The crowd goes ape, spilling over the fences, screaming, yelling, throwing things. The mess on the track allows Cal to pass Kel into third, but Kel passes back.

Far out in front of all this, by about 35 seconds, unaffected and oblivious, is Jarno Saarinen. By now, he's waving to the crowd.

Gary Fisher comes back out to play with Cal and Kel for awhile, until he decides to get out of the way and slides back a few yards. Findlay passes Baumann for seventh.

The checkers come out. Saarinen waves. Fisher does a wheelie. Italians flow across the track like a flood.

IMOLA 200
Imola, Italy
April 15, 1973
by Art Friedman

FIRST HEAT

Jarno Saarinen	Yam
Bruno Spaggiari	Duc
Kel Carruthers	Yam
Cal Rayborn	H-D
Walter Villa	Kaw
Teuvo Lansivouri	Yam
Jack Findlay	Suz
Art Baumann	Kaw

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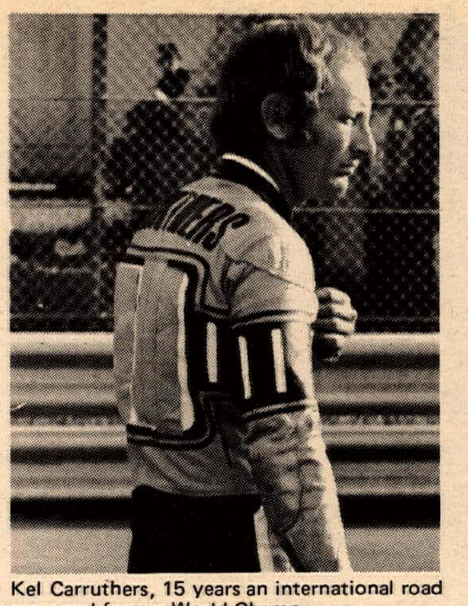
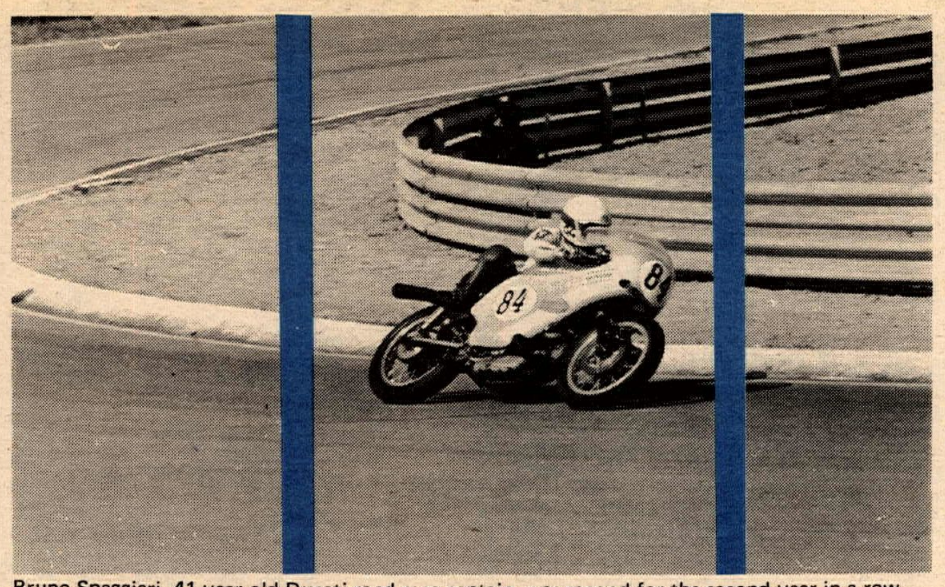
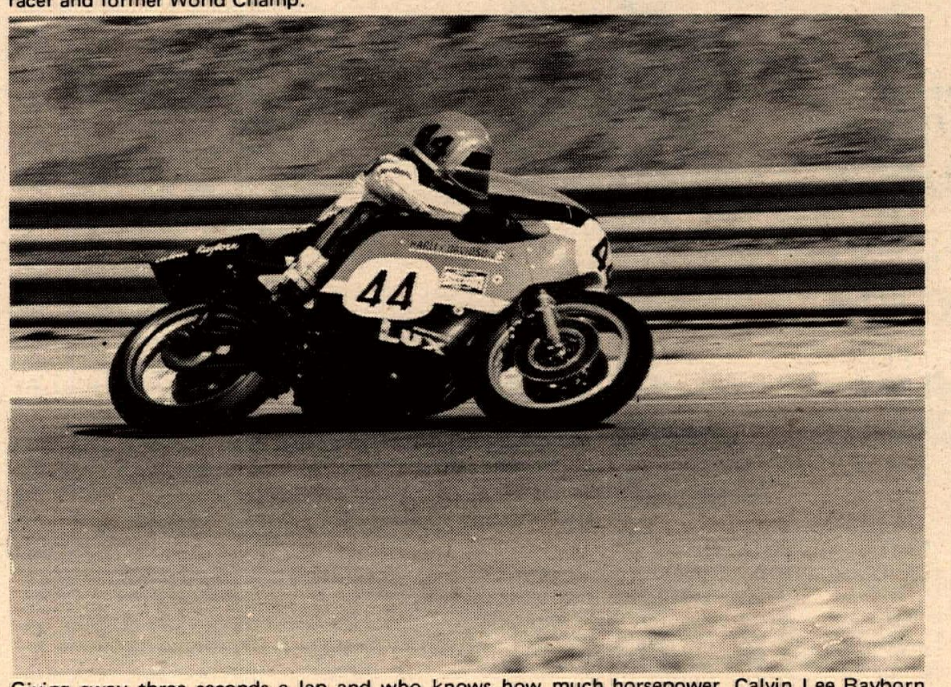


Kel Carruthers, 15 years an international road racer and former World Champ.



Bruno Spaggiari, 41 year-old Ducati road race captain, was second for the second year in a row .



Giving away three seconds a lap and who knows how much horsepower, Calvin Lee Rayborn proved to Europe he can't be "shaken off."

Second 100-Mile Heat

Before the second heat, the English announcer, Robin Miller of "Motor Cycle News", comments, "Rayborn would love to win this one, and he would then be very hard to shake off."

Hard to shake off!? If Calvin won it, he would have shown that he was The Best! He had a broken collarbone and was giving away horsepower to everything in the top ten.

Spaggiari wanted to win, too. Winning this all-important race would make retirement easy, and 41 is a good age to do it.

So, when the flag fell, Jarno, Calvin, and Bruno cleared off and left the rest of the field. Calvin was giving away at least three seconds on the straights to Jarno, a little less to Bruno. He was losing just the tiniest fraction of a second on each lap. However, Calvin was *scratching*. Jarno said later, "I could feel his breath on my neck."

This time he couldn't pull away. Calvin was slipstreaming at the beginning of the straights and over-revving his motor. He was doing *everything*. You really should have seen it.

A ways back, Baumann has moved into fourth. Then he and several other riders crashed at the hairpin in a radiator coolant slick. Jack Findlay later said that the hairpin was kind of difficult because of the slick and all the pieces of shattered windshields. Villa moves into third ahead of Lansivouri.

Calvin is about one second down on Jarno, just losing the tiniest hair each lap. Then that damn Fairbanks-Morse tractor magneto goes belly up. Spaggiari goes past. A broken collarbone and *no*, horsepower is too much. The bike runs for a while before it quits, but Calvin has made his point. No one is going to "shake him off" now.

Gary Fisher crashes and retires, but teammate Kel Carruthers is in eighth and moving up.

Villa challenges Spaggiari. Villa's Kawasaki has to stop for gas, but he makes an inspired dead engine pit stop and gets second. Carruthers comes home fifth, good enough, it seems, for a fourth. Not so, they are scoring on time. Kel gets fifth overall.

After it's over, the crowd mobs Jarno and Bruno. Winning in Italy means something besides money. Jarno got the glory and the money today.

But Calvin made his point.

SECOND HEAT	
Jarno Saarinen	Yam
Walter Villa	Kaw
Bruno Spaggiari	Duc
Teuvo Lansivouri	Yam
Kel Carruthers	Yam
Galeazzo Pederneschi	Yam
Mick Grant	Duc
Werner Pfirter	Yam
Gianfranco Bonera	Koei-Tri
Jack Findlay	Suz

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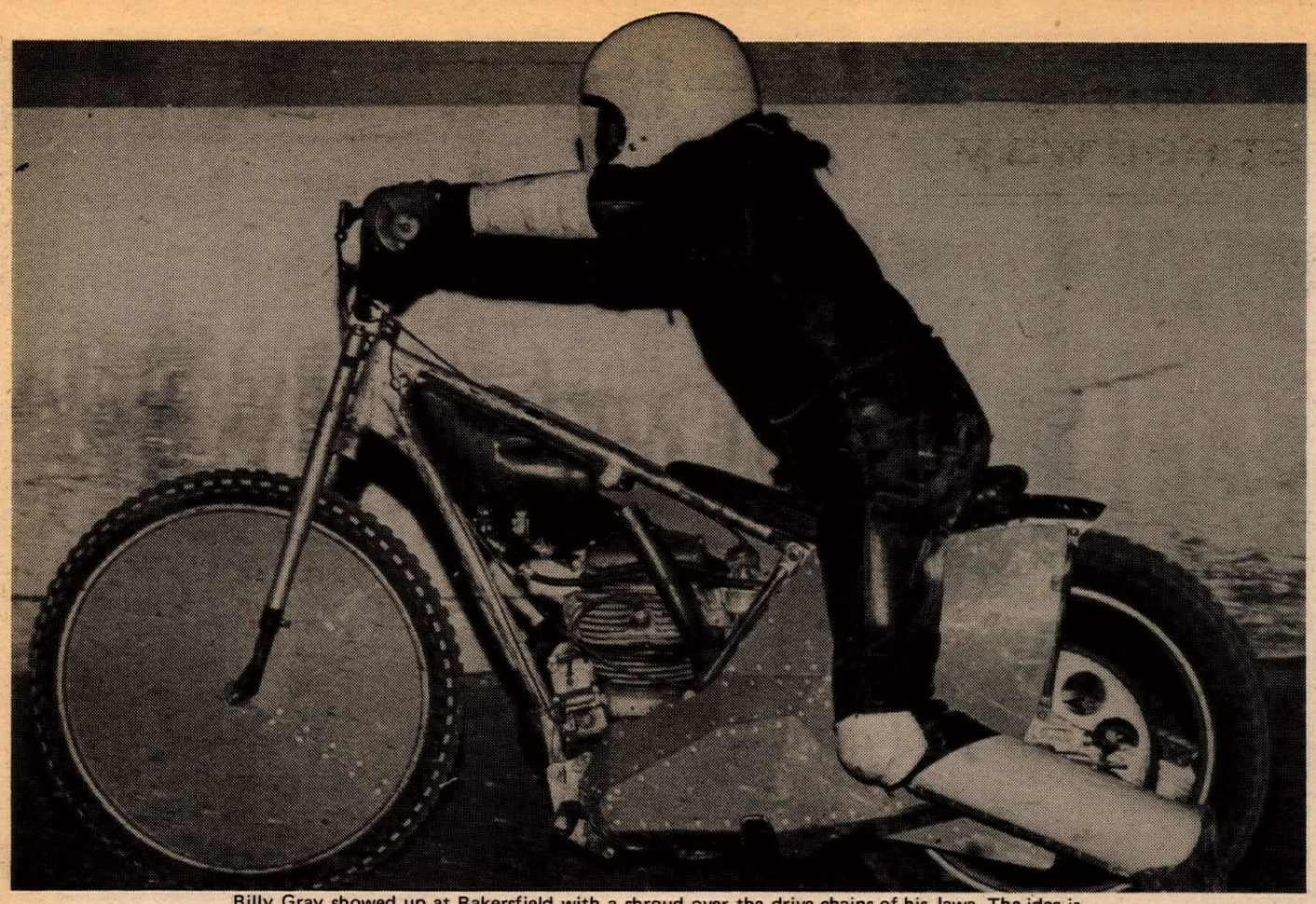

Billy Gray showed up at Bakersfield with a shroud over the drive chains of his Jawa. The idea is to keep dirt out of the chain since dirt-clogged chains rob power, etc. — Dennis Greene Photo.

by Peter White

Handsome 27-year-old Adelaide speedway racer, John Boulger, is the new National Speedway Champion of Australia. Boulger won the Championship, his second such success in the past three years, at the Sydney Showground track (NSW) recently. He was previously Champion of Australia in 1971 when he defeated the best the country had to offer over on the far west coast of Perth. He lost his crown last year on his home track in Adelaide to Sydney ace, Jim Airey.

This year Airey was a red-hot favorite to retain the title, especially as he was racing in his own domain, the Sydney Showground, where he is considered the King and is known generally as "Mr. Magic'. But he reckoned without the determined Boulger.

Airey, long Australia's number one in world class competition and the only Aussie to have made any real impression on the State side scene since speedway was re-introduced to California in 1968, was shooting for his fifth National crown — he previously won in 1967, 1968, 1969 and 1972 — and a gold-plated bike if he could pull it off.

Also highly fancied was another Sydney hometown expert, John Langefield, who had ridden rings around Airey in the NSW state qualification round the previous week.

Then came Boulger, according to the unofficial bookies' odds. Boulger flew up to Sydney on the Saturday morning of the meeting and spent the afternoon water skiing with his pals on the famous Botany Bay (that's where Captain Cook landed when he discovered the east coast of this sun-drenched Continent!) and approached the Championship in nonchalent fashion. But behind the casual exterior lay typical Ivan Mauger method, determination and cunning.

Boulger set about demolishing his rivals systematically, riding them into the ground one by one. In the end he finished his five rides — the meeting was held on World Final formula as employed at Costa Mesa for the American titles — with a maximum of 15 points.

The top three qualifiers from each state in Australia contested the meeting, and included in the field was Swedish international, Tommy Jansson, who had been racing in Victoria all of the summer season. Western Australian qualifiers were 45-year old Chum Taylor, Rod Chessell and experienced international, Bob O'Leary. South Australia was represented by Boulger and brothers, Chris and Steve Bass.

Chris Bass was the unluckiest rider in the Championship Final. He crashed head-first into the concrete safety fence on turn one and was knocked unconscious. Then he was hit by Queensland Champion, Steve Reinke, who rode straight into him and also fell heavily. Reinke escaped unhurt, but Bass was rushed to the hospital suffering from a suspected fractured skull.

Victorian entrants were Jansson, from Sweden, 19-year-old discovery, Gary Flood, and veteran Test star, Johnny Dewhurst.

From NSW, the host state, came Airey, Langfield, Barry Van Praag, the son of the legendary Lionel Van Praag, speedway's first-ever World Champion in the days of Jack and Cordy Milne and company in 1936, and 17-year-old teenage whiz, Billy Sanders.

Finally, upholding the honour of Queensland were Reinke, Kevin Torpie and Bryan Loakes.

The meeting was attended by the Governor-General of Australia, Sir Paul Hasluck. This was the first time an Australian Speedway Championship had been graced by Vice-Regal patronage.

A capacity crowd of 30,000 people packed the Showground to watch the classic tussle. It was one of the most exciting night's racing ever seen in Sydney, and when the three placegeters, Boulger, Langfield and Sanders, stepped up to the rostrum to receive their checks and trophies the roar from the stands was deafening.

Boulger finished first with 15 points, Langfield second with 14 and Sanders third with 13. Defending Champion Airey was a shock non-placegetter. He finished fourth with 12 points. Airey was defeated by Boulger, Sanders and Langfield before coming to grips with the track and registering two last-minute wins. Then, however, it was too late to redeem his crown.

Boulger scythed through the opposition with apparent ease and had only one really hard race. That was against Airey, and Boulger employed the same tactics as Airey normally uses at the Showground. He steered up

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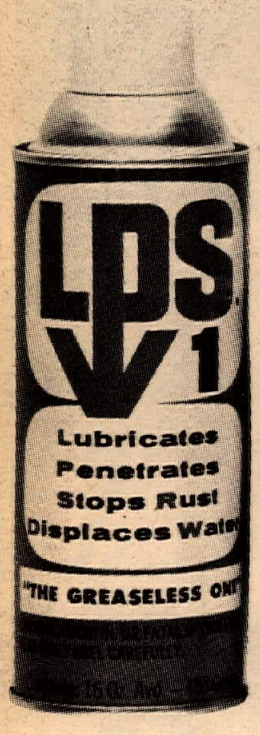

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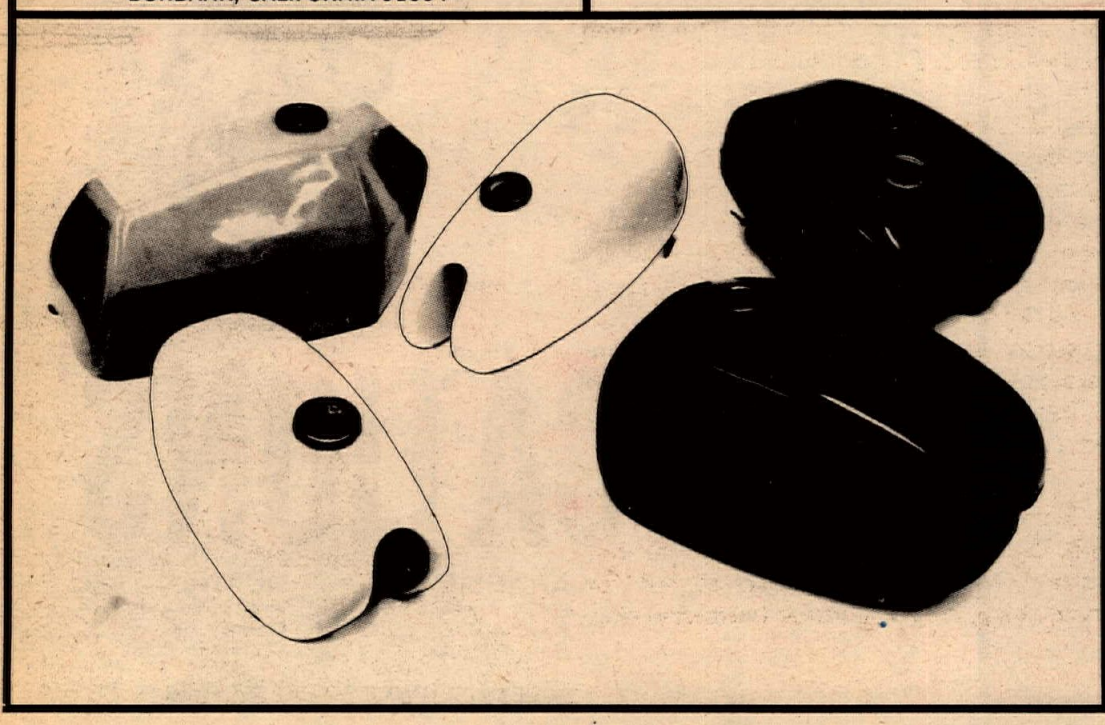

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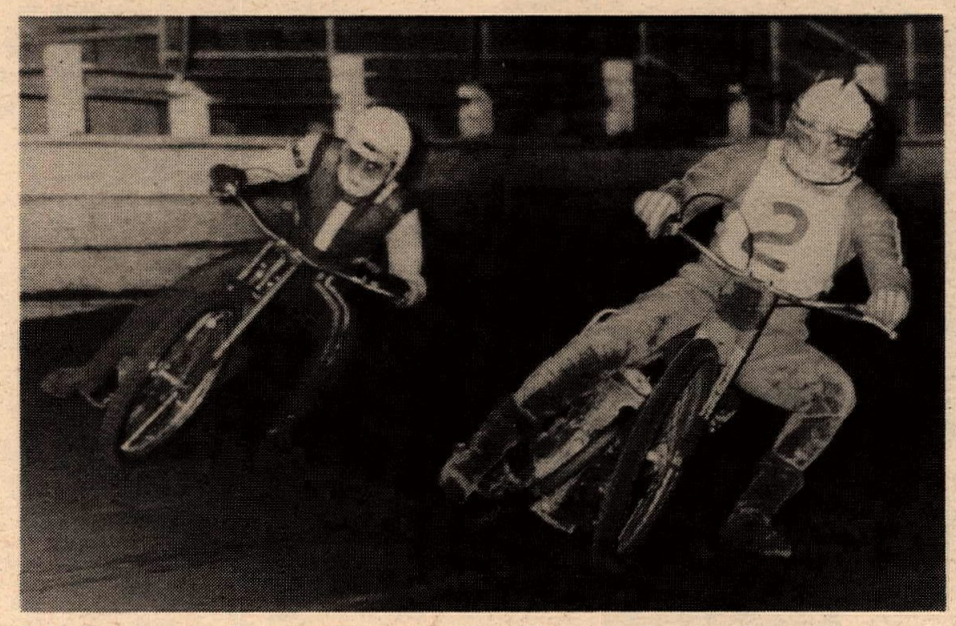
SCENE world speedway

By Peter White



Defending Australian Speedway Champ, Jim Airey (1) couldn't find the right combination and ended up fourth in the finals.

1973 Australian Champion John Boulger roaring around the Sydney Showgrounds oval on his way to the national title.

towards the safety fence and hung Airey into the heavy dirt — tactics Airey was obviously keeping up his sleeve for Boulger if he could have manipulated him into that position!

Most disappointed man in the stadium was local rider, Langfield, who came so near...yet so far, from collecting his first major Championship. Langfield had defeated everyone in the pits and only Boulger stood between him and victory. But Boulger had the pace and Langfield just could not match him when it came to the crunch.

The boy who captured everyone's heart was teenager, Billy Sanders, the 17-year-old discovery who has already reached international status with the Ipswich league team in England. Sanders was a rank outsider but he settled down quickly and untimately gave defeat only to Boulger and Langfield. When the youngster rode his heart out to defeat Airey, the entire Showground shook with excitement.

A great night of racing, marred only by the unfortunate accident to Chris Bass.

SOVIETS SUPREME ON ICE

Russian rider, Gab Kadirov, has won the World Ice Speedway Championship for the third successive year and the sixth time since the event was given world Championship status in 1966. This year Russian riders filled the first three places and completely dominated the championship.

The title was decided over two meetings — on Saturday and Sunday nights — at Inzell in West Germany before a crowd of 25,000 people and in temperatures of minus six degrees centrigrade!

Second to Kadirov was 1967 World Ice Champion, Boris Samoradov, and third was Antonin Pusnikov. Kadirov dropped only one point during the two-day carnival and finished with a tally of 29. But it took a fall by Samoradov to take the pressure off him. Kadirov beat Samoradov when they first met on Saturday night, but on Sunday Boris made a better start. Kadirov looked as if he would come through from the back but he got into a big slide — a heart-stopping experience on the ice — and fell back. With two rides left for each, that tied the scores. No one else was in with a chance.

Then Kadirov made his second major mistake. He lost control on the last turn and slithered along the ice. Teammate Antonin Suchow got the bird from the crowd when he shut off the throttle until Kadirov sorted himself out and got back into the lead! But Kadirov need not have worried.

Next time out his rival, Samoradov, hurtled over the handlebars while struggling to stay ahead of fearless teenage Czech, Milan Spinka, and failed to score. 41-year-old Samoradov had foiled his challenge and the title was 32-year-old Kadirov's for the taking.

It was a poor night for the Swedes and West Germans and the Czechoslovakian challenge, which promised much according to pre-meeting predictions, also fizzled. Jan Verner suffered a badly mauled left shoulder when he was spiked by another competitor during a heat of the world's most fearsome motorcycle sport championship.

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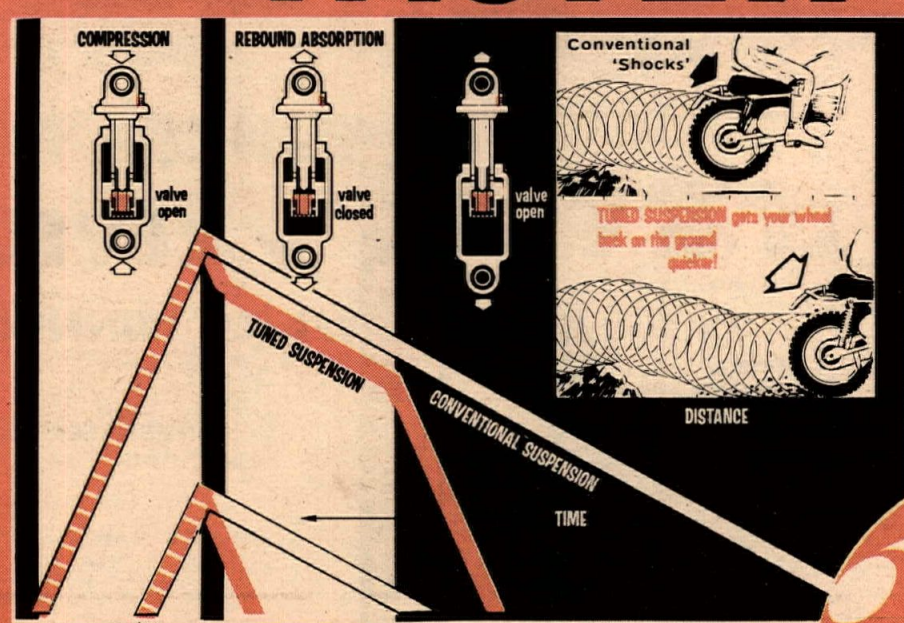

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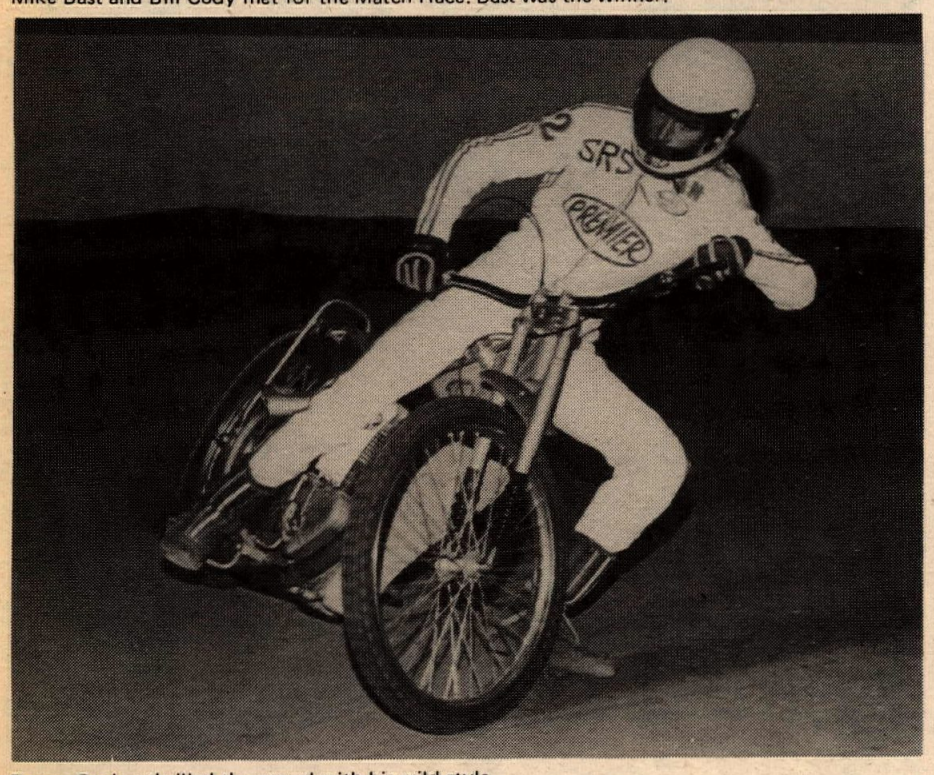
Mike Bast and Bill Cody met for the Match Race. Bast was the winner.



Danny Becker thrilled the crowd with his wild style.

by Dennis Greene
BAKERSFIELD, CAL., Apr. 18, 1973

SPEEDWAY
Bakersfield, Calif.
Apr. 18, 1973

MATCH RACE	
Mike Bast over Bill Cody	
DIVISION TWO MAIN	
Jim Castor	Jaw
Dan Toomey	Jaw
Eddie Schweitzer	Jaw
Russ Smith	Jaw
Ken Cartee	Jaw
SCRATCH CONS.	
Les Chanky	Jaw
Steve Gresham	Jaw
Don Cullum	Jaw
Larry Shaw	Jaw
SCRATCH MAIN	
Steve Bast	Jaw
Dan Becker	Jaw
Bill Cody	Jaw
Mike Bast	Jaw
HANDICAP CONS.	
Mark Cherry	Jaw
Ed Williams	Jaw
Guy Waterson	Jaw
Bill Cody	Jaw
Greg Haseroot	Jaw
Bill Gray	Jaw
HANDICAP MAIN	
Steve Bast	Jaw
Steve Nutter	Jaw
Scott Sivadge	Jaw
Don Cullum	Jaw
Larry Shaw	Jaw
Mike Curoso	Jaw

— One of the biggest turnout of fans on record were on hand to see the opening of the 1973 California Speedway season in Bakersfield.

The cold night air did not keep them from showing their enthusiasm for speedway, and they were well rewarded with one of the best opening nights of racing ever. The new track surface held up; this always makes for a better show for the riders and fans.

It has only been four months and eight days since the last speedway show in SoCal and we are off and running again while the rest of the country is still having snow events.

It is apparent that during the four months of layoff that there has been a lot of time put in on the practice tracks. As a whole, the racers rode as if there never was a lay-off at all.

The Speedway opener saw Steve Bast get the new season off to a good start by not only winning the Scratch Main event but the Handicap as well, for his share of over $1000 to be put up at each event this year.

Besides the money paid out each night there is also a point fund this year that will pay off cash rather than a pat on the back as in the past. Points will be kept at each event and at the end of the season the money will be divided between the top ten men on the list. The promoters will contribute to this fund as will as the riders. By the end of the year, it should be worth about $5000-plus.

Dan Becker got his name on the pay sheet and on the point list with his second spot finish in the Scratch Main in a head-to-head run with Steve Bast. Dan's let-it-all-hang-out riding style brought the crowd to their feet every time he whipped it in to the turns.

The Division Two riders put on a good show for opening night and there are a dozen of them that will be trying to earn their right to run in the first division.

Each year there are more and more guys coming in to speedway. For the first time they really have a chance to get in to the top places. Points will be kept on each rider at every track and if he is not riding and making those all important points, he will be set back in class and the top Division Two man will take his place the next race.

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FROM BRIGGO

in England

America's shining speedway stars riding in the British League. Left to right: Sumner McKnight with the Swindon Robins, U.S. Champ Rick Woods riding for Newport and Scott Autrey with the Exeter Falcons.

Living in England, where the weather can change in crazy fashion from day to day, I've grown accustomed to having speedway events wrecked by the rain. But it's even more frustrating when the same thing happens in Florida, expecially when I'm only there for a few short days.

I'd been looking forward to racing in the USA after a successful few weeks in my native New Zealand. My left hand – injured in the 1972 World Final at Wembley – was good, I felt sharp and my competitive edge was back.

I think the visit of Ivan Mauger, Bert Harkins and myself helped introduce a lot of new people in Florida to speedway. The supporters there are among the most enthusiastic in the world...but that Daytona weather! I'm sure that the meetings were lost to weather would have been sell-outs – and next year the whole series of events will be a great success.

Mind you, rain wasn't my only problem. When we did manage to get in some racing, my Yamaha wasn't in the mood. I really look forward to these short-track rides at Daytona, but I had managed only half-a-lap when my bike seized. We spent the whole of the qualifying rounds fixing it, but it still ran badly in my heat.

For the second night, I brought along my speedway machine, so that the people who have supported me for four or five years could see me on my normal bike. I raced the Class C boys off the same mark – and was amazed that my 500cc JAWA was only very slightly quicker on the straights than their 360cc bikes.

After Daytona I moved on to Costa Mesa to run a training school for four days...but the weather put paid to that, too. It was underwater when I got there and we had to cancel the school. On a small track, it was important that the circuit be perfect. Still, maybe I'll get out there during the season and have another try.

After three months away, it's great to be back home in England. The speedway season over here is well underway, with most of the first and second division tracks operational. The crowds this year have been very good and interest in speedway is higher than ever.

In June and July, a World Leage tournament is being staged with all the major speedway nations, except the USA, taking part. I think the time is ripe for the USA to get into international competition. It will take a couple of years before they stand a chance but a start has got to be made.

Poland, Russia, Sweden and Denmark/Norway will be sending teams to compete along with England, New Zealand and Australia. The final will be staged at Wembley, London's famous 100,000 capacity stadium, in July followed by a match between Great Britian and the Rest of the World.

It would be good to see an American in the Rest of the World side...and the form shown by the three Americans currently riding in Britain indicates that the day when we have a top-rate American rider is not far off.

Scott Autrey, Sumner McKnight and Rick Woods have all settled down nicely with their clubs and all have shown terrific promise. None more so than Scott Autrey. Writing in Britain's top speedway magazine, "Speedway Star," one reporter wrote:

"Scott Autrey, the young American making his first appearance in the Exeter colours, began sensationally with a win in his opening race at the County Ground. He went on to collect an impressive seven points (paid nine) in Exeter's 47/31 challenge match win over Poole."

In England, incidentally, a rider is paid for an additional point if he finishes second behind a team mate, or third if his partner finishes second. The scheme was introduced to encourage team-riding and has proved very successful.

A few days later, Scott was at Coventry and, according to one local reporter: "looked a fine prospect on his first visit to Coventry." Exeter are delighted with his displays to date and he has proved a big hit with the fans over here.

Sumner McKnight is beginning to prove a useful scorer for Swindon – my old track – and along with Scott he rode in a second half event at Wimbledon recently. After the team events at meetings in England, they stage a series of individual races and Scott and Sumner were invited along to race at one of England's most famous tracks.

Rick Woods and I went along as spectators, and to give encouragement to the boys. Both went really well. Wimbledon's a tight little circuit, and very slick, and Scott did well to reach the final of the Main event. He just lost out to Christer Lofqvist, a little Swede who was flying, but as they get more and more experience Scott, Sumner and Rick are going to prove great assets to British speedway.

Rick, who has joined Newport, was the last to get a meeting under his belt. But he scored five (paid seven) in his first match against Oxford. In the second half, he qualified for the final, as the fastest second, and finished third.

By the end of the season, Scott Autrey, Sumner McKnight and Rick Woods are going to be big names on this side of the Atlantic. Bob Kilby, captain of Exeter, says of Autrey: "Not only does he looks as is he is going to be a champion...but a World Champion."

As I write, I've yet to have my first meeting. Now that I've retired from British League racing, I've got a lot more time to do the things I want to. I will have my first meeting at Wimbledon on April 19 – the first major individual event of 1973. One British newspaper is putting up prize money of 1,000 pounds and most of the top riders on the British circuit will be there.

The meeting is being recorded by one of the television companies to be shown in a nation-wide broadcast the following Saturday – traditionally Britain's big sporting day of the week. I've joined the TV company's commentary team, and will be dubbing in some opinion of special incidents, etc. the following day.

There are plans to televise a number of the World League matches, too, so I'll either be riding or doing my TV bit...or both! It's a challenge I'm really looking forward to. I just hope I go well at Wimbledon. It wouldn't look too good if the "expert" managed only a point or two, would it!

Before the Wimbledon meeting, I move off to Germany for one event there. The continental season is getting into its stride and before long I'll be competing in the World Long Track championships. Ivan Mauger is the current champion, but it's a title I've got my sights on this year.

I'm not sure whether I'll be riding in speedway's World Championship. Much depends on how I go at Wimbledon on April 19.

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ENTRY APPLICATION
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Riding or Sidecar partner (or team Members): _____

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(entrant's and/or parent's initials) _____

The undersigned does hereby certify that he is a duly qualified (Circle One) Amateur/Expert/Novice class motorcycle rider having been so qualified by a competent organization.
It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.
Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant: _____
Date: _____ 19__

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by Russ Sanford

U.S. FOREST SERVICE ISSUES PROPOSITION FOR ORV REGULATION

If you now operate any type of Off Road Vehicle on any of the National Forest lands, you had better look at this closely. AND THEN YOU HAD BETTER WRITE SOME LETTERS IMMEDIATELY!!!!

The following item has just reached my desk, although it has been issued for some time. The date for receipt of comments has been extended to May 1, 1973, instead of April 2nd as listed in the item:

Forest Service
[36 CFR Part 295]
USE OF OFF-ROAD VEHICLES
Regulations for National Forest System Lands

Notice is hereby given that it is porposed to issue a new part 295 to Chapter II of Title 36, Code of Federal Regulations, as set forth herein. This Part 295 deals with the designation of specific areas and trails of National Forest System lands on which the use of off-road vehicles shall be allowed, restricted, or prohibited. Regulations for administration, control, and restrictions of other uses of roads and trails are in Part 212 of this title.

295.3 PLANNING DESIGNATION OF AREAS AND TRAILS.

On National Forest System lands the continuing resource planning process will provide for designation of specific areas and trails for off-road vehicle use, use restrictions, and closures to any or all types of such use. The planning process will analyze and evaluate alternatives to enable decisions which best balance protection of the resources, promotion of safety for all users, minimization of use conflicts, and accomplishment of all of the other resource objectives for National Forest System lands. Analysis and evaluation of off-road vehicle use will take into consideration factors such as noise, safety, quality of the various recreational experiences provided, potential impacts on soil, watersheds, vegetation, fish, wildlife habitat, and existing or proposed recreational uses of the same or neighboring lands.

295.4 PUBLIC PARTICIPATION.

The public shall be provided an opportunity to participate in the designation of areas and trails relating to off-road vehicle use. Advance notice will be given to allow review by the public of proposed designations or revisions of designations of any areas or trails for off-road vehicle use, for restrictions, or for closures to such use. Time will be allowed for public response prior to any designations or revisions.

295.5 PUBLIC INFORMATION.

Areas and trails where off-road vehicle use is restricted or prohibited shall be marked with appropriate signs. Notices of restrictions or notices of the closure shall be posted so as to reasonably bring them to the attention of the public, and a copy of the restriction order or closure shall be kept available to the public in the Offices of the District Rangers and Forest Supervisors. Information and maps will be published and distributed describing the conditions of use and the time periods when areas and trails are: (1) Open to off-road vehicle use, (b) restricted to certain types of off-road vehicle use, (c) closed to off-road vehicle uses.

295.9 MONITORING EFFECTS OF OFF-ROAD VEHICLE USE.

The effects of off-road vehicle use will be monitored. Designations, use restrictions and operating conditions will be revised as needed to meet changing conditions and needs.

All persons who wish to submit written data, views or objections pertaining to the proposed amendment may do so by submitting them to the Department of Agriculture, Forest Service, Division of Recreation, South Agriculture Building, Washington, D.C. 20250, on or before April 2, 1973.

All written submissions made pursuant to this notice will be available for public inspection in the Division of Recreation during regular business hours.

T. K. Cowden
Assisiant Secretary of Agriculture

Now, if the foregoing isn't bad enough, read the U.S. Forest Service's proposed draft of an Environmental Statement to apply to all National Forests:

USDA Forest Service Environmental Statement Proposed Off-Road Vehicle Regulations

In accordane with Executive Order 11644 the proposed regulations to be incorporated in the Code of Federal Regulations and administrative instructions to be incorporated into the Forest Service Manual System would establish policies and provide for procedures that will ensure that the use of off-road vehicles on National Forest System lands will be controlled and directed so as to protect resources, promote safety of all users and minimize conflicts among the various uses of these lands.

The regulations and administrative instructions would provide that recreational off-road vehicle use on the National Forest System lands be conducted to minimize the impact on the environment by reducing or eliminating associated noise, protecting vegetation, wildlife, wildlife habitat, water and air quality, preventing or minimizing soil damage, promoting safety and welfare of the users and minimizing other use conflicts.

The esthetic effect associated with the signs needed to control and enforce off-road vehicle use might be considered an adverse environmental effect. Though proper design and placement of signs, this impact would be minimized. Another potential adverse environmental effect is that control of vehicle use might reduce needed game harvests in some areas.

ALTERNATIVES TO THE PROPOSED ACTION

Executive Order 11644 directed the establishment of policies and procedures for the control of off-road vehicle use.

Alternative methods implementing the Executive order are as follows:

ALTERNATE (A)

This alternative would assume that all off-road vehicle use is detrimental to the environment and that the detrimental effects outweight the positive recreational values associated with this type of activity. The immediate elimination of off-road vehicles would have an impact on local economies in areas that are dependent upon the sale, maintenance, and operation of off-road vehicles for a source of income. The national economy, in reference to the companies that manufacture these vehicles, would be affected in proportion to the reduction in sale of vehicles that could result.

This approach would prevent users who have previously received satisfaction of recreation needs from this experience from pursuing and enjoying this activity until such time as trails and areas were designated for use.

Immediate elimination could increase the difficulty of managing and controlling big-game populations in certain areas.

ALTERNATE (B)

This alternative recognizes off-road vehicle use as an established use and one that has been enjoyed by many segments of the public including jeepsters, cyclists, and snowmobilers. At the same time, it recognizes that off-road vehicle use may have an impact on the land or upon other users, but provides the opportunity to analyze and evaluate the effects and control the use as needed to protect the environment and to minimize conflicts of use. As previously mentioned, many areas and trails on the National Forest System are now restricted or closed to off-road vehicles. Implementing the Executive Order as provided would accelerate the process now in use.

COST OF IMPLEMENTATION

The costs of implementation of the two alternatives in the National Forest System are estimated to be equal. It will require 34,000 mandays of work and approximately 3.5 million dollars to implement the action. If alternate (1) were to be used, there is the immediate need for the funding whereas alternate (b) allows the effort to be spread over several years and the financial impact and disruptions to on-going programs will not be as great.

The annual recurring costs of administration and enforcement after designation will amount to approximately $6 million.

We dislike dragging this out any further, but unfortunately the list goes on!

U.S. FOREST CLOSURES

The U.S. Forest Service has found a new way to close land for our use. They merely select a particular site and declare it as a "Study Area" meaning that it cannot be used until it is 'studied' for possible Wilderness Classification. These studies can last for years.

In January, the USFS selected 16 areas totalling 738,577 acres as new Study Areas. This acreage lies in the Angeles, Inyo, El Dorado, Stanislaus, Sierra, Los Padres, Klamath, Shasta, Trinity, Sequoia, and Toiyabe National Forests.

The Sierra Club and other preservationists have launched a massive letter-writing campaign to add other protions of the Sequoia, Stanislaus, and Toiyabe National Forests, known as the Upper Kern, Grey, Moses, and Carson-Iceberg areas.

We recommend that you write letters urging that these areas (Upper Kern, Grey, Moses, and Carson-Iceberg) not be added as study areas. Address your letters to: Chief, Forest Service, US Dept. of Agriculture, South Bldg. 12th & Independence Ave. S.W., Washington D.C., 20250. Time is very short. Write immediately.

LOS PADRES NATIONAL FOREST CLOSURE

Certain trails in the LaPanza and Garcia Mountain Ranges of the Los Padres National Forest will be closed to vehicle use beginning April 7, 1973, until further notice. Los Padres Forest Supervisor Robert Lancaster authorized this closure to protect the area from further soil damage caused by the heavy spring rains and past vehicle use. The La Panza Range, commonly called the "Black Mountain area", is located about 18 miles east of San Luis Obispo. Vehicle use in this area must be confined to the main road during the closure.

"Motorcycle and four-wheel-drive vehicle use of National Forest System lands can permitted in those areas where the soil and other resources can support the use," Lancaster said. He stated that the Los Padres Forest will begin a study in July to determine which National Forest areas in San Luis Obispo County are suitable for the off-road vehicle enthusaist to enjoy his sport. Anyone interested in providing information that he feels would be useful in this study is urged to contact Ranger Willare Griffin at the Santa Maria Ranger Station.

Trails closed to further vehicle use are:

TRAIL	NAME
(15E01)	Black Mtn.
(15E05)	Las Chiches
(15E02)	Nick
(15E05)	Sellers Potrero
(15E01)	Piletas Cnyn.
(30S14)	Pine Mtn. Connector
(15E03)	Black Mtn. Con.
(15E06)	Caldwell
(16E03)	American Cyn.
(16E06)	Huasna
(17E03)	Stone Corral
(15E04)	So. Black Mtn.
(16E01)	Pine Mtn.
(16E04)	Machesna
(16E10)	Machesna Con.
(17E14)	Pine Spr.

RED ROCK CANYON

We have learned that the State Parks and Recreation Commission will hold its hearing on Red Rock Canyon State Park, in Room 1138 of the Los Angeles State Building, 1075 South Broadway, L.A., between the hours of 8:00 A.M. and 1:00 P.M. on July 13th. The classification of the park will be determined at this hearing. If it is classified as a State Park, vehicular travel will be limited to ingress and egress. If it is classified as a State Recreational Area, vehicular traffic will be allowed on designated roads and trails. If you haven't yet written, send a letter immediately to both of the following requesting merely that "Red Rock Canyon should be classified as a State Recreational Area." Send your letters to:

Mr. Wm. Penn
Director, Parks & Recreation
State of California
P.O. Box 2390
Sacramento, CA 95811

Dr. Loren Lutz, Chairman
Parks & Recreation Commission
State of California
P.O. Box 2390
Sacramento, CA 95811

CALIFORNIA RECREATIONAL TRAILS COMMITTEE

The California Recreational Trails Committee has scheduled two public meetings in the north coastal region Wednesday and Thursday April 25 and 26. The Committee will take testimony from individuals and organization concerning the use of off-highway recreational vehicles in California, particularly in the 10-mile beach area north of Fort Bragg and in other areas along the north coast. They will also consider other recreational trails questions.

The first public meeting of the Committee will be held in Fort Bragg April 25 from 7:30 to 9:30 P.M. in the City Council chamber at 416 North Franklin Street. Prior to this meeting, the Committee will tour the 10-mile beach area. The Committee will hear public testimony in Eureka April 26 from 7:30 to 9:30 P.M. in the City Council chamber at 531 K Street.

Those who wish to present their views at the public meeting are requested to submit written copies of their presentations if possible. The time allowed for each presentation may be limited, depending on the number of speakers. Anyone unable to attend may submit his presentation by writing to the Recreational Trails Committee, P.O. Box 2390, Sacramento, 95811.

The Committee will hold a business meeting April 26 at 9 A.M. in the Fort Bragg City Council chamber and will conclude their business session April 27 beginning at 9 A.M. in the Eureka City Council chamber. At the business sessions, the Committee will discuss the views presented at the public mettings, will consider various possibilities for recreational use of the 10-mile beach area, and will consider other recreational trails matters.

The business sessions are open to the public, although no time will be available for public presentations then. These should be made at the evening meetings.

BLM TO MANAGE CASUAL ORV USE

The U.S. Bureau of Land Management announced today that it is developing a management plan for off-road vehicle use of national resource lands on the California desert.

J. R. Penny, BLM California State Director, said the effort is being carried out by the California Desert Plan Staff and the Riverside and Bakersfield Districts. Penny said he wanted interested individuals and groups to be aware that the work is proceeding and to be alerted that they will be asked to participate in the planning process.

Penny said the off-road vehicle management plan for the desert is a continuation of efforts begun in 1968 with BLM's California Desert Study. The plan will anticipate but not be dependent upon national ORV regulations now being developed in Washington D.C., by BLM and other agencies of the Department of the Interior in response to Executive Order 11644. The executive order, issued in 1972, requires a program of off-road vehicle management on all federal lands.

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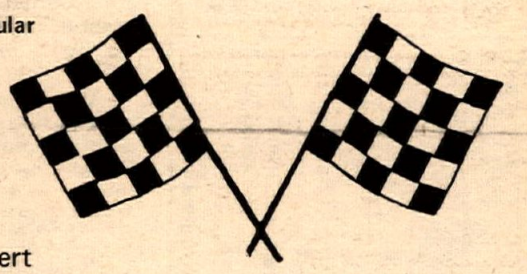

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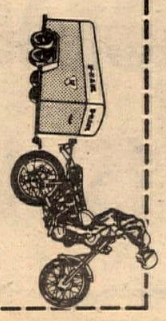


SCOTT TAKES ASCOT:

Sets Lap Record on New Tri 750

No. 64 Gary Scott got the pole and the new one lap record at Ascot. No. 13 Aldana was runner up again.

GARDENA, CAL., April 13, 1973 — Word has been leaking out of Triumph headquarters in Duarte, since last October, that the Triumph 750's were going to be much quicker in '73. Gary Scott brought one of the new twins to Ascot for the first time on Friday night and proved it.

For openers, Scott broke a four year old one lap time trial record set by Mert Lawwill back in 1969. Yet the track, due to wind, was considered dry and slow. The new reputed 70 HP Triumph then zipped to the win in the opening heat race with Scott in front of Norton mounted Denny Kanegae and Yamaha rider, Eddie Wirth.

On the other side, Norton ace, Dave Aldana, clocked the second fast time of the night and also won his heat, which saw rookie Tom White defeat veteran Gene Romero in the Triumph battle for second place.

Triumph took two of the three heat wins when John Hateley came up the winner over Ron Moore, on a Norton, and Harley mounted Dewayne Keeter. The stage was now set for the Trophy Dash.

Scott powered his Triumph to a near track record in the three lap dash, just missing the mark set years ago by Sammy Tanner on a BSA. It was the closest any rider has come in five years. Aldana was a distant second for the second week in a row, with Hateley pulling third and rookie Kanegae fourth.

The fifteen lap Final was a runaway for Scott, as he took the lead on the first lap and held it to win by nearly a straightaway over opening night victor Aldana. The two were close for the first two laps, before Scott started to pull away.

Romero, the last rider to qualify for the final, came from last starting spot to eventually move into third over rookie Tom Horton with less than two laps to go. Neither Kanegae and Hateley were around at the finish, as both dropped out with mechanical problems before the final five laps.

The clash in the Junior division continued and this time featured three riders from start to finish. Danny Hockie took the Lloyd Bulmer BSA 750 to the first Junior twenty-two second clocking this year and led all others by a wide margin.

Hockie then pointed the BSA in for the fastest Junior Heat win, beating out Ivan Shigemasa on a Triumph and Montana's Scott Erickson (Yam). Rob Morrison also won his second straight Heat race of the season on the Norton, turning back Dan White on the new Alloy H-D and Yamaha rider, Earl Meyer.

Opening night winner, John Gennai, was the third fastest Junior qualifier for the second week but again came through on his Triumph to win his Heat race over recharged Rex Barratt (Tri) and Norton rider, Bob Sanders. The last Junior Heat was decided at the finish line between Triumph riders Devon Sowell and Matt Falconer. The lead changed four times with Sowell repassing at the line to win.

Gennai again gained a perfect start in the Final with Hockie right with him. This was the start of a two rider duel that was to last for over seven laps. The Triumph and the BSA were never more than a few yards apart. Then Morrison and his Norton came on strong late in the race to catch up with Hockie to make it a three rider run to the finish. Gennai again rode a near perfect race to wrap it up on the last two laps, with Hockie having to hold off Morrison for second spot. Rex Barratt came from the back row to take a closing fourth.

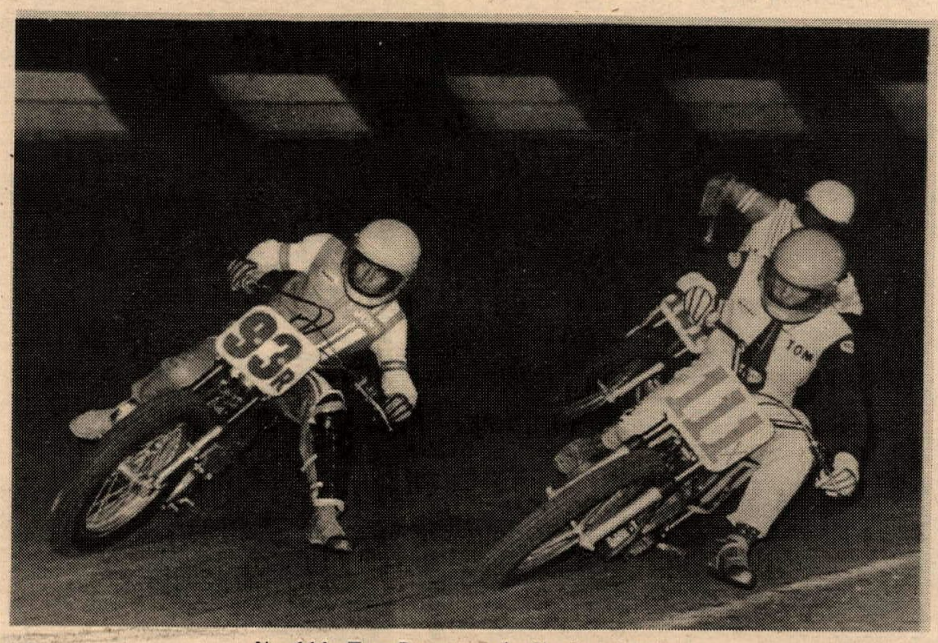
The field of Novices, as expected, decreased from opening night down to about seventy riders. The question of whether the single 360s are faster than the 250 twins was again answered as Bruce Hanlon powered a Yamaha twin 250 to the fastest Heat win time. However, Jeff Davidson turned in the second best effort with a Bultaco 360 single.

Hanlon came up with engine troubles before the start of the Novice Final and did not ride. Alex Jorgensen switched from a Kawasaki to a Bultaco and was moved into the Final as first alternate, but failed to complete the first lap.

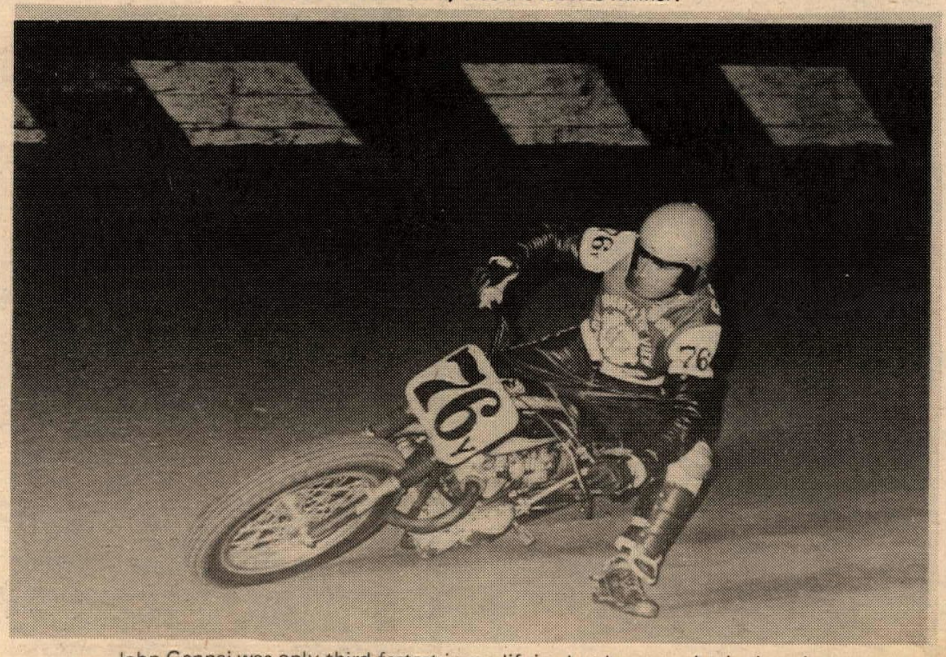
John Allison put a Kawasaki single up front at the start with Davidson in second and Berry third at the end of the first lap. Then Berry moved to second and then took over the lead on the third lap.

Davidson came on strong again in the final two laps and nearly defeated Berry, who went on to win for the second straight time and remain the only undefeated rider in the Novice ranks. It was close at the finish.

Opening night had two girl Novice riders. This week there was only one back for another try. It was Debbie Reon and her Yamaha. This time she passed four male riders and looked twice as good as she did opening night. Again, she did not qualify for the Semi or the Final, but she's getting closer and will ride in both the Half-mile and the TT events at Ascot this weekend.



No. 111x Tom Berry was the Novice winner.



John Gennai was only third fastest in qualifying but burst to the Junior win.

Then The Next Friday Night: Scott Again

Gary Scott won everything again. Here he leads Ron Moore.

GARDENA, CAL., Apr. 20, 1973 — Two Triumph riders kept their win streaks going but one Yamaha rider had his stopped in Half-mile racing at Ascot Park.

Gary Scott came back to repeat in the Expert class, winning time trials, the heat race, Trophy Dash and the Main event for the second week in a row to run his streak to six straight wins.

John Gennai ran his Junior string out even longer, winning the heat and final for the third straight week to remain undefeated in Half-mile competition this season.

It was a different story for Novice Tom Berry, winner of the heat and final the first two weeks of the Ascot season. Berry won his heat but it was only fourth best time of the night. He found himself in seventh at the end of the first lap in the Main and had to work all eight laps to finish second at the flag.

Gary Scott, Gene Romero and Oregon's Randy Scott were the three Expert heat race winners. In the Dash it was Gary up front with Randy crashing for the second straight time in Trophy racing. On the next lap, Gene Romero bailed off leaving only Gary and Tom Rockwood to ride to the finish.

Gary Scott was the man to beat. Romero stayed close for the first five laps but then had a battle to hold second from Randy Scott. The Oregon Flash caught and passed Romero on lap seven to wrap it up. The Scott and Scott combination stretched it out by the finish.

Lloyd Houchins, last rider to make the final, came up fast the last half of the race to finish in fifth behind rookie Tom White.

Sonny Burres was down from Oregon again and brought along Junior, John Schoonover (Tri) who made the change from Novice riding TT's in the Northwest. The youngster, taking his first ride on the Ascot oval, wheeled in for third fast time behind Rick Hocking and John Gennai. No easy feat.

Then Schoonover scored a win the first time out in his heat. Gennai was again near-perfect, winning his heat with the fastest five Junior laps. Hocking also won his again to set the stage for the final.

The Junior Main was stopped on the second lap when Rex Barratt, John Sperry and Scott Erickson spilled. None were hurt and all made it back for the restart. Gennai was leading at the time.

On the second start, Hocking shot to the front with Schoonover second and Gennai back in third. By lap three, the new Triumph ace had gone from third to first in one full bore drive on the north turn to take the lead and go on for his third straight Ascot win. Hocking was second with Schoonover turning in a good ride for third.

Matt Falconer, a heat winner, was fourth, showing great improvement over last season.

It took three weeks to find a new Novice hotshot but Ascot is the most noted track in the country for developing talent. His name is Gary Bevans and he comes from the motocross and scrambles ranks.

Bevans on his Bultaco just barely made the lightweight final. He came from the back row in his heat race to finish second and gain a spot in the Semi. The Semi took only two riders to the final and Gary finished second.

Few riders have ever started last on purpose in the final and won, but Bevans did. Nick Nazzisi had the lead and was running well for the first four laps, then his Kawasaki seized up on the backstretch.

Bevans passed three riders on that lap and shot into the lead on lap five. Tom Berry made a strong bid on the final lap but it was no contest. It was the first win this year for the big singles over the smaller 250 twins.

Terry Dorsch and Gary Scott walked the track after practice. They collected this and requested that it be included in the story.

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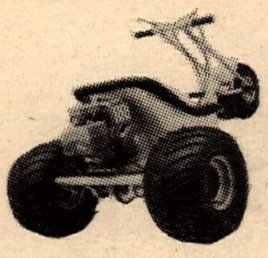

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Hateley Takes Night TT

After this, that, and the other thing, John Hateley finally got Scott and the Expert Final.

GARDENA, CAL., Apr. 21, 1973 – In all the years that Ascot has been running double-headers: Half-mile on Friday night, TT Saturday night, few riders have ever been able to win both Main events in their class on the same weekend. Last weekend three more tried, one made it.

Gary Scott came in for the first night TT as a big favorite. He had won the Half-mile the night before, he was the fastest qualifier this night, he won his heat race but not until the final lap. Then he won the Dash over the other three fast qualifiers. He looked like a cinch. He did not win the Main.

It was the same story for Junior John Gennai. Like Scott, he had won the night before and like Scott, had won the TT the last time they had run. Battery troubles kept him from time-trialing so he had to start last in his heat. He won, going away. He was put back on the third (penalty) line in the Final and did not win.

Scott was pushed hard in the heat and trailed Paul Bostrom until the start of the last lap. Gary and Eddie Mulder had been put back on the penalty line for trying to start the race themselves. With less than two laps to go, Gary had to bounce Mulder out of the way to get a crack at Bostrom. He did, and he won.

The new Boise, Idaho TT winner, Randy Scott stayed over from the Half-mile for another try at the TT. He qualified fourth fastest but could not catch and pass John Hateley, Tom White and Tom Rockwood in the Heat race. He had to go to the Semi.

Scott, Gary that is, got his usual good start in the Final but could not shake Hateley. It was an early two man duel between the Triumph twins. Then little John, who is not so small anymore, drove harder on the seventh lap and got the lead. Scott closed twice but Hateley still won with enough room to pop a wheelie across the line.

Mulder was a distant third with Tom White coming up fast the last half of the race to take fourth. A six rider group decided fifth on the last lap with Rockwood re-passing Bostrom for the spot. Then at the line, Terry Dorsch, winner of two Ascot TT's this year, also passed Bostrom for sixth.

Hocking was the master of the Junior class this time, winning his second TT in three tries this year. The Yamaha rider clocked the best time of the night and then had the lead from start to finish. The expected duel between Hocking and Gennai never came off, as Gennai pulled to the pits on the third lap with ignition troubles for the second time during the night.

Harley mounted Dan White, twin brother of Tom White, held second all the way. Ivan Shigemasa held off late lap bids by Rob Morrison to take third.

Big trouble was in store in the Junior Semi. Highly regarded John Schoonover, from Oregon, found right hand corners and high speed oval turns not to his liking.

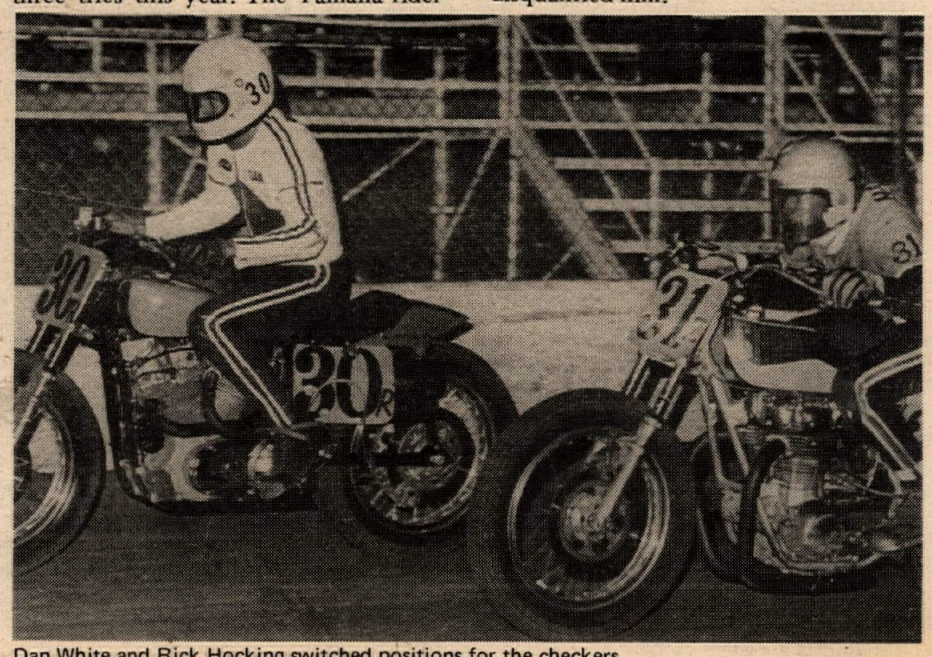
John was turned back by Gennai, Shigemasa and Jim Brooks in the Heat race and nearly fell twice. He then came from the back row in the Semi to pull into sixth place, the last transfer, but came on the straighaway, again after two near crashes, and hit the front chute wall in a wild tank-slapper. Reports from the hospital are that he broke his arm in two places and also had a broken shoulder.

One rider did manage to score the double, but it came the hard way. Gary Bevans, winner of his first Half-mile the night before, was involved in two separate crashes each time they tried to start the Novice Final.

The third try found the Novices staying upright with John Allison on a Kawasaki up front. It was a good show from the start with Bob Hosford, Gerry Kole and Oregon's Bill Oliver making things close. Then Allison crashed while leading on lap four. This put Honda mounted Hosford up front, but our boy Bevans was now in second after running sixth on the first lap. Hosford managed to keep the four-stroke 350 twin in the lead until lap seven, then Bevans pointed his Bultaco up front and raced homy the winner for the second time in twenty-four hours.

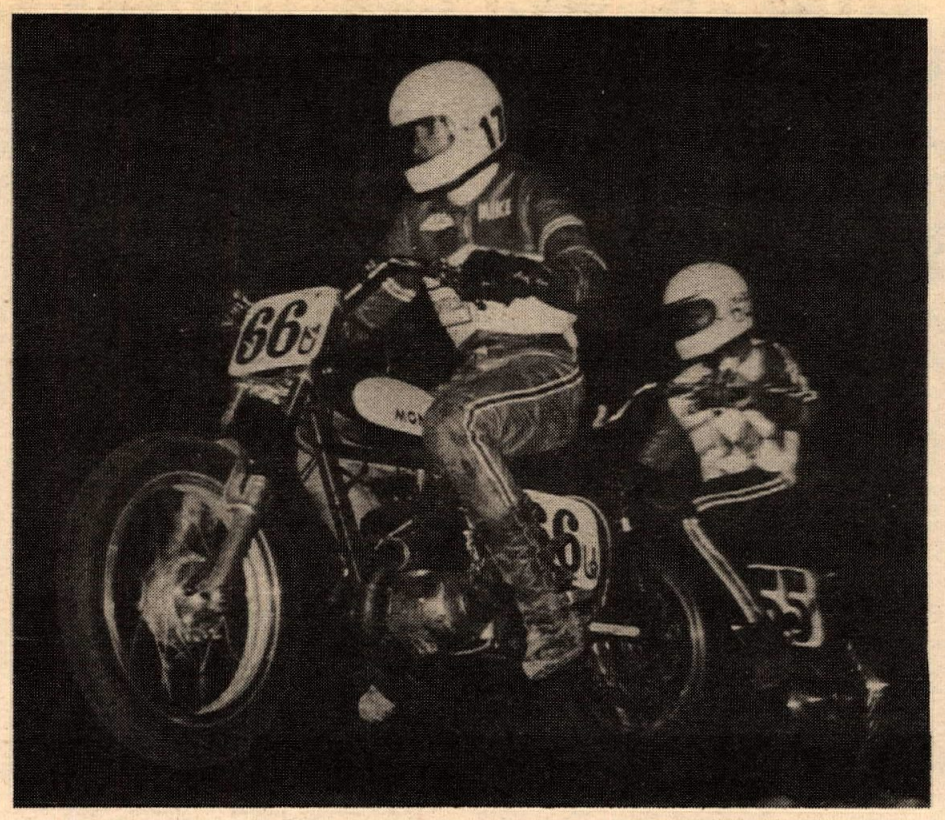
Hosford and Oliver stayed together to the finish with the four stroker winner out over the two stroker.

Pre-race favorite, Tom Berry, came from the back row in his Heat race to finish second on a Yamaha and gain a direct transfer to the Final. However, when it came time to go to the line for the Main he was astride a Bultaco. The rules say no and Referee Chub Kellam disqualified him.

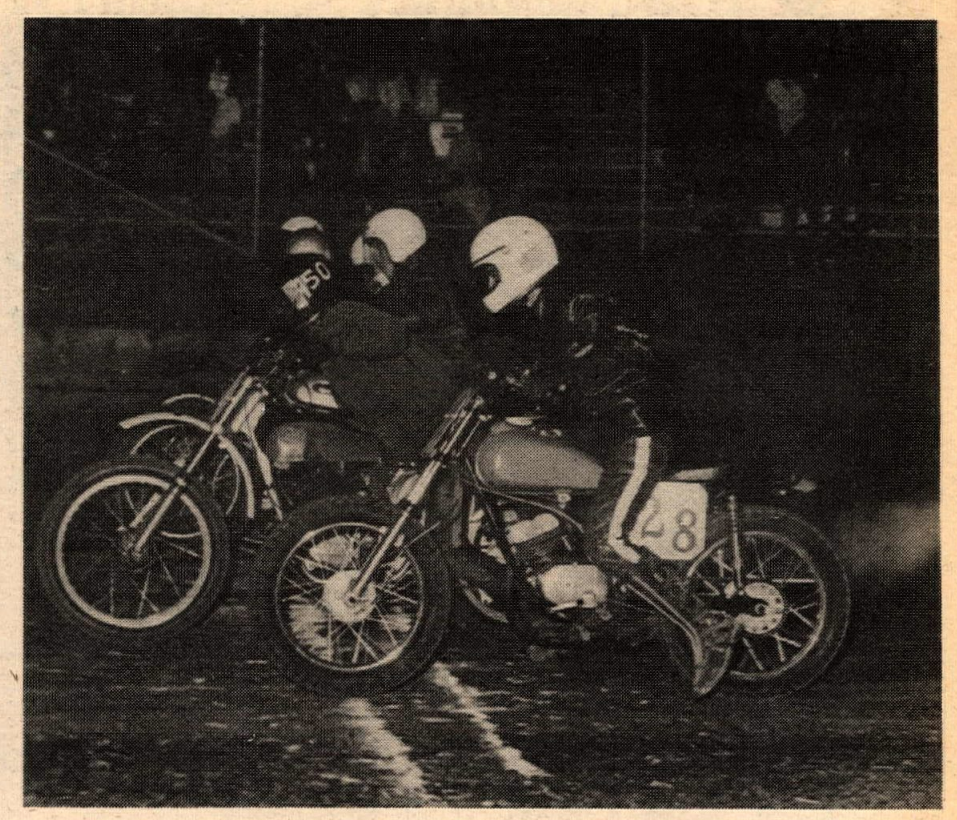


Dan White and Rick Hocking switched positions for the checkers.

610 Racers (Gasp!) Ride Fremont Opener



Mike Allen took a night off from Ascot to ride Fremont. He passes Jeff Hall in his heat.



Revvin' up at the line. Over 600 racers did it at Fremont Scrambles season openeer.

by Bill Spencer

FREMONT, CAL., Apr. 14, 1973 – A record entry of 610 scrambles riders deluged opening night at Fremont Raceway. Despite this awesome number of riders, the entire program was run in just over four hours.

The curfew from the city kept the laps down, but not the action as the 1973 season gets into full swing.

The battle for top honors in the black plate events got into full swing tonight and the crowd pleaser came out to be Mike VanLinenden with two big wins in the 250 and 650 Expert runs. Mike is strictly a smooth track rider and only had a few points on the books coming into tonight's event but the win in the 250 run on a Selby Champion Montesa was worth 13 points as a large 52 riders turned out for that goodie.

Mike was challenged all the way by Pat Brown riding a converted 200 Bultaco from Sonny Kenyon's shop. The outcome was in doubt for the distance with favorite Ted Davidson getting off in the first corner with one other rider. Davidson remounted to finish in the last trophy spot.

Handling proved to be the big operation of the night with the superfast track its usual, unbelievable self as prepared by Harold Murrell. (He's the guy that used to do the Sacramento Mile, and now does the San Jose surface.)

VanLienden doubled up his trophies with yet another wire-to-wire win in the big bore division beating out National Amateur champ, Alex Jorgensen, both riding ancient BSAs and beating out Dennis Spence (Tri).

Tonight also saw the return of some of the older generation with Rick Otto, Bill Budde and Duane Spence all making the scene.

The 250 Novice class got so big that it had to be run in two divisions with Dennis Rude beating out Don Kirby of the Ferndale Avenue Racing Team in the "A" portion and Ed Stegall showing up in some new leathers to win the "B" over E. T. Cycle entrant Bruce McGregor.

With nearly 200 riders in the 250 division alone, the best part of the night was the fact that the ambulance never had to roll.

Nearly 60 riders made up the 100cc Novice class for another new record and Rod Spencer (no relation) survived that over Bill Hanam and Ron Rohr. Rod is new to the game while Bill and Ron are almost old hands at 14 years old.

In the 125 Expert run, Ted Davidson started his bad luck for the night by falling while leading. Kim Jorgensen won with Ron Alsop beating a surprised Dick Garcia for second and third. The falling got heavy at the end and Garcia hand't notice his inheritance.

Larry Alexander won the 250 Junior and the likelihood of joining the Expert ranks after three years as a Junior with points being mysteriously lost from season to season.

Last year's Fremont champion, Jerry Kole got a win in the 500 Expert class and will be out to defend his title despite not riding the 250 class where the points are at.

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Randy Scott Boogies In Boise

Randy Scott just plain beat Dave Aldana but not before an incredible tooth and nail battle.

NORTHWEST TT
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by John Larsen

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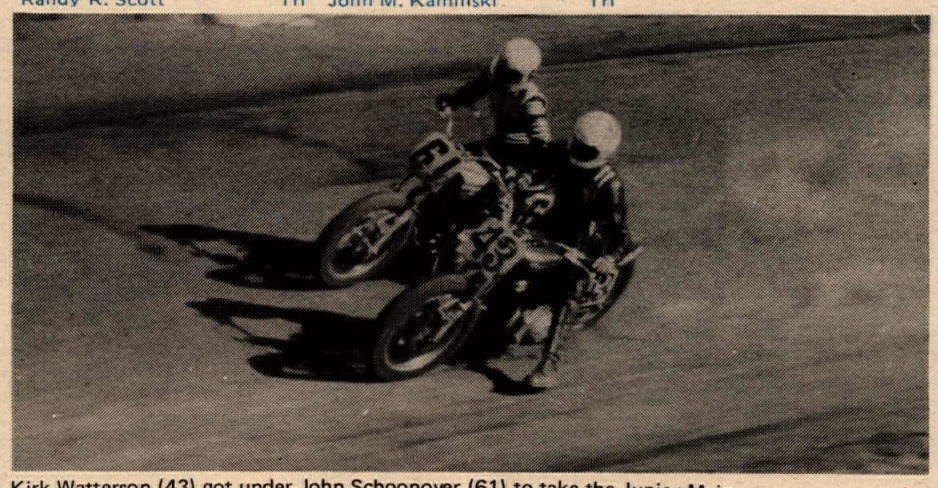
Richard M. Wascher	Tri
Lewis F. Burres	Tri
Ronald D. Powell	Tri
Edward J. Herrmann	Tri
Ray J. Carroll	Tri
JR MAIN	
Kirk O. Watterson	Tri
John C. Schoonover	Tri
Robert L. Cooper	Tri
Doug R. Lien	Tri
Thomas B. Sawyer	Tri
John M. Kaminski	Tri
Jimmie J. Brooks	BSA
Jerry M. Newman	Tri
Bob L. Conway	H-D
David A. Ditter	Yam
Michael R. Yoder	Tri
Donald Malback	Tri
NOV MAIN	
William Oliver	Bul
William Ehrens	Kaw
Koler Kanstanaux	Hon
Neil Miller	Bul
Randall Seizm	Hon
Mark James	Bul
Brian Taggart	Kaw
Ronald Denny	Bul
Wilbert Smith Jr.	Yam
Ronald Chesney	Yam



Kirk Watterson (43) got under John Schoonover (61) to take the Junior Main.

by John Larsen

BOISE, IDAHO, April 15, 1973 – Randy Scott did not steal, borrow or beg first Expert from Dave Aldana, he plain fought like hell in the closest and wildest race the Northwest has ever seen. Even old curmudgeon reporters who have covered everything from the Astrodome to the Czecho ISDT came away with new star shaped patterns in the bloodshot eyeballs.

The big Mikuni in the sky dumped a big load of nearly an inch on Boise Friday night, the thirteenth! That took care of the scheduled flat track and threw a joker into the preparation of the TT track. Oil and water don't mix so the track was not in top shape when the Championship came off.

Neither Eddie Mulder or Terry Dorsch felt that they would have much of a chance on the rough track and their predictions came true as neither of the pros made it into the Main. This set up the scene for the final duel, as Randy Scott is used to the rougher tracks which are common in the Northwest, and Aldana doesn't much give a damn what he is running on as he ends every event with a stretched throttle cable anyway. One could not get a good prediction of what was to come as Aldana won his heat going away with Gary Scott battling his way to second ahead of Charlie Voss.

Randy Scott had the pole on the second heat but a first turn crash put Thad Lawrence high up on the north turn bank and brought them all back to try it one more time. On the second start, James Jones jumped into the lead but Randy Scott steered his Triumph up to first leaving Jones and fellow Triumph rider, Ed Herrmann, in third.

Randy Skiver took the third heat but only after scraping by Terry Dorsch and Ed Mulder. When the dust settled, Sonny Burres had second spot and Richard Wascher made up the all Triumph first three.

The fans were robbed out of a preview of coming attractions in the Expert Trophy Dash as David got a good shot out of the hole and into first and Randy Scott's Triumph picked up a case of one cylinder. Mark Williams got off hard on the south turn throwing Burres out of the groove trying to avoid him so the Trophy Dash was a sunny afternoon parade of Aldana, Scott and Burres.

The Expert Main started off in an orderly manner with Skiver first into the north turn and Aldana coming out of the dog leg with the lead. Randy Scott was back in sixth with Skiver second, Sonny Burres in third and Gary Scott holding his Triumph in fourth slot. Jones seemed to have a good hold on fifth when, like a creature from a Corvallis lagoon, appears Randy Scott. Meanwhile, Aldana is tooling along, doing his thing, taking in the sunshine with a five bike lead on Skiver. This is a temporary situation as by the third lap Scott has gobbled Skiver and this is where the dust began to hit the fans.

Aldana's pleasant reveries were interrupted when Scott clawed and bounced under him on the south turn and then the race within the race was on as Aldana got him back on the north turn.

Speed is a relevant thing, perhaps Lawwill or Mann turned faster times here when the track was smoother in '70 or '71, but imagine what two speedway riders might look like going handlebar to handlebar around a sweeper in a motocross and you get the picture of the happenings here. Sideways, bikes inches apart! If either had dropped their bikes when in the lead, both riders would have eaten it big.

It was any man's race up into the final south turn but Scott was bouncing crossways and kept Aldana from getting his final drive so Scott put it away. They were close to lapping third place Skiver who was riding a damn good race in his own right.

Chuck Joyner brought in fourth money ahead of Gary Scott who tucked away fifth ahead of James Jones. With the exception of Aldana's Norton, Eddy Wirth brought his Yamaha in for seventh ahead of the solid Triumph field. Richard Wascher was eighth, Sonny Burres ninth and Ed Hermann tenth.

The Junior Main was a crowd pleaser as well as John Schoonover who pulled out into the lead in what appeared to be another repeat of his Trophy Dash win but the honors soon turned into a three way battle between Schoonover, Kirk Watterson and Robert Cooper.

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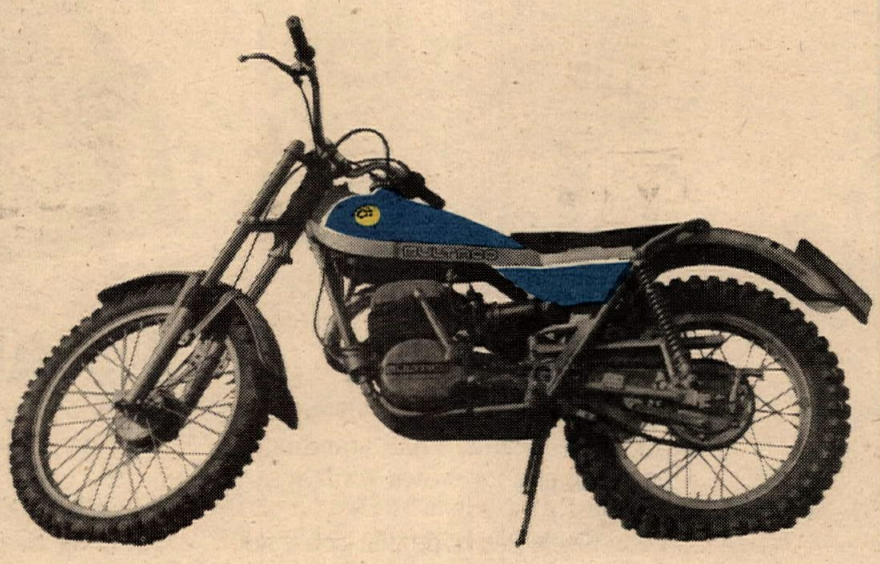

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At The Great Northwest TT Weekend

Vic Greenfield rode a new 450 Kawasaki to the Open Expert Motocross win.

All the Flat trackey people are waiting for their brief practice at the NW TT Flat Track.

MOTOCROSS
NW TT Weekend
Boise, Idaho
Apr. 15, 1973

OPEN SEMI PRO	
Buck Murphy	Yam
Robert D. Brown	Mai
Leon Backmann	CZ
OPEN EX	
Vic Greenfield	Kaw
Curt Exley	Mai
Enor Vega	CZ
OPEN BEG	
Joe Scott	Mai
Bob Adolphson	—
Mark Miller	Hus
250 SEMI PRO	
Philip S. McDonald	Hus
Dan Gearing	Ric
Tim Wright	Hon
250 EX	
Randy L. Reutzel	Mai
Joel Cook	Hon
Nathan Williams	Hon
250 BEG	
Bob Hann	Yam
No. 28	—
Jim Buchanan	Suz
125 EX	
Eddie Barnett	Bul
Dennis Carstensen	Pen
Richard C. Capps	Ric
125 BEG	
Rex Barrie	Suz
Larry Burch	Bul
Jim Puett	Hus
125 SEMI PRO	
Randy Lee	Pen
Robert Plumb	Mai
John Pakalenka	Pen
MINI BEG	
Curt Harpham	Yam
Jerry Gallegos	Rup
Duane Barnes, Jr.	—
MINI EX	
Kenny Gallegos	Ind
Mickey Dunlap	Hon
Loren Shockey	Yam

FLAT TRACK
Boise, Idaho
Apr. 14, 1973

Charles D. Brown	Yam
Mark Jagger	Yam
Mark Tennyson	Yam
250 EX	
Dan McWhorter	Mon
Dave Howie	Oss
David Spinney	Bul
250 BEG	
Don Williams	Mon
Kenny James	Yam
James Warren	Suz
125 PRO	
Lawrence Harvey	Yam
Brian Haycock	Kaw
Tim Tevis	Bul
125 EX	
Matt Tibbitts	Bul
Mark Martens	Suz
Ronnie Lee	Yam
125 BEG	
Lars Trulson	Yam
Stan Williams	Mon
MINI EX	
Loren Shockey	Yam
Dennie Lee	Hon
Mickey Dunlap	Hon
MINI BEG	
Craig Whitney	Yam
Curt Harpham	Yam
Corky Madsen	Yam
100 EX	
Brian Haycock	Kaw
Tim McWhorter	Kaw
Mike Thompson	Yam
100 BEG	
Bob Carlberg	Kaw
Rod E. Dunlap	Hon

HARE SCRAMBLES
Boise, Idaho
April 15, 1973
by John Larsen

OPEN AM	
Damon Rust	Hus
Brock Cromwell	Suz
Gerald Muller	Ben
OPEN EX	
Dan Muller	Duc
Jack Martenson	Suz
250 AM	
LeRoy May	Suz
Ollie Todd	Yam
Phil White	Kaw
Rodney Eden	Hon
250 EX	
Leon Sakcman	Hus
Mark Shephardson	Hus
Aaron Jeppson	Suz
125 AM	
Jim Puett	Hus
Lyle Twilegar	Pen
Dee Vaden	Pen
Ron Purvis	Hon
125 EX	
Mike Deyo	DKW
Garth Williams	Pen
TEM FINISHERS	
Ron Hudson	Ym
Jim Bonnakie	Yam
Gary Medley	Hon
Brock Steinier	Yam
Scott Greene	Yam
Ed. Lanphier	Yam
Larry Coon	Yam
Jack Wilson	Yam
Steve Thornton	Yam

These three had won their heat races each respectively, and the heat race second place finishers. Tommy Sawyer, Doug Lien and Jimmy Brooks were slugging it out for the next three spots. When the flag fell, the top slot was filled by Watterson (Tri) followed by Schoonover and Cooper. Doug Lien held off Tommy Sawyer and John Brooks' (BSA) lost sixth place to John Kaminski to make it an all-Triumph top six.

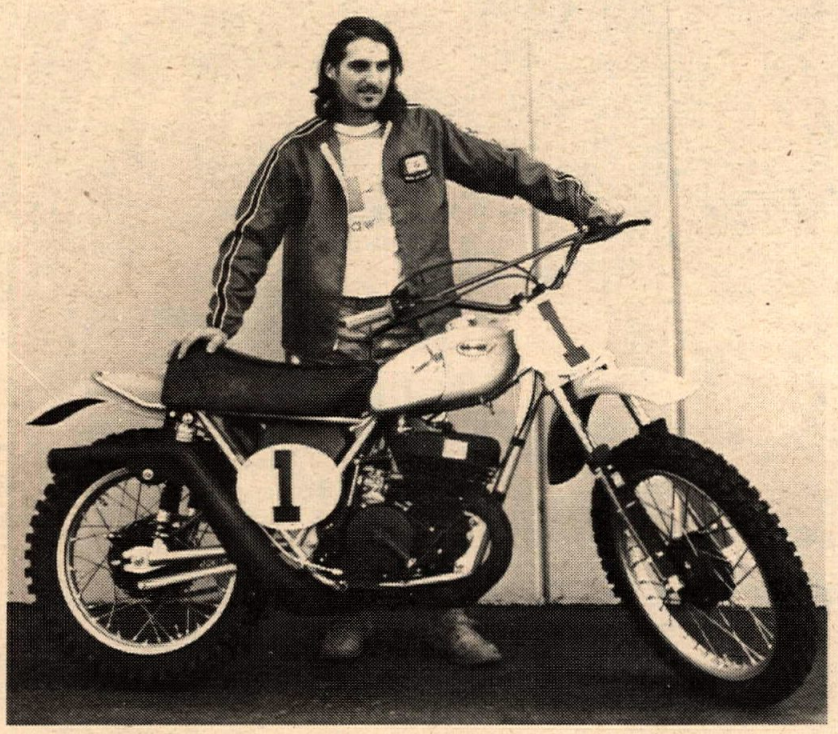
The Novice class was a field day for Bultaco Astro-mounted Bill Oliver who took his heat, the Trophy Dash and the Main, the only rider to take the in-class big three. This doesn't mean that it was an easy job, as he got a fuzzy start in the Main and was sixth at the end of the first lap, trailing Wilbert Smith (Yam), Will Ehrens (Kaw), Mark Jones (Bul), Tony Nova (Bul), and Koler Kanistanaux (Hon).

By the fourth lap it had settled down to a duel for first and second between Ehrens and Oliver until Oliver powered by and on to the flag with the checkers.

Behind Ehrens, there was a whole bag full of action as the places were changing by the lap. The final count showed Kanistanaux in third with Neil Miller taking fourth on his Bandido coming up the hard way through the Semi along with Randy Scism (Hon) who grabbed fifth away from Mark Jones.

The '73 Northwest Championship TT is going to be long remembered. We noticed during the cheering and hurrahs that Sonny Burres was sitting on a stack of tires, staring off toward the hills.

He knew the sound of winning because he has taken the Northwest TT twice but they don't cheer much for ninth place. The lines on his face showed how much he had put into the race and just how much the same race had taken out.



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"Also, I want to mention my cousins, the S-2 350 and S-1 250 Kawasakis. Their performance on the street over the years gave me the endurance to go 2600 miles in 24 hours.

"Most of all, I want to thank my coach Bryon Farnsworth and the guys from Kawasaki Research and Development. They worked for five years to make me what I am today. I owe it all to them. I'm sorry they can't be here tonight, but they're back at the factory developing more Kawasakis that, I'm sure, will go farther, faster, and longer than I ever did.

"I shouldn't forget the riders who kept me company during those long grueling hours. Through 119 degree track temperatures. Through fog. They kept me going when my headlight went out, when my tires wore out and when I snapped a chain.

"Finally, I'd like to say something to all the Hondas, Yamahas, Suzukis, Triumphs and other motorcycles. If you keep working hard on improving your bodies and engines, maybe someday you too can break 46 world records in three days.

"It's worth doing, believe me, because it feels just great to know that you can go farther, faster, longer than any other stock motorcycle.

"Again, thank you everyone."

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"The rocks I can handle. It's those people hiding in the woods to leap out at you that make me nervous."

Stump Jumper II Observed Trials

by Joe Buguma

PATTERSON, CAL., Apr. 15, 1973 — The very successful second annual Stump Jumper II trials was hosted by East Bay PITS with most of the 50-plus rider camping out overnight before the Trial. Everyone was super-pumped by 10:00 on Sunday morning.

The winning Expert was Steve Darrow (250 Montesa), who was happy to win it, after losing last year by one clean to the brilliant Lane Leavitt. Darrow lost 28 points, while second place went to Bill Davey with 54 points. Davey has been moving up steadily and had an outstanding third loop with only 8 points lost.

With the first five sections in a creek, section five proved to be the most difficult because of hair-raising slippery boulders, one after another. Heading towards section six, which was a climb through loose rocks and an off-camber turn in loose shale, most riders experienced an additional hazard: no brakes! Section seven was the most difficult of the dry sections starting on the side of a hill, a small descent, then a difficult up-hill off camber turn in rocks that were like marbles leading up over a series of large boulders that would scare anyone.

Wayne Condit turned in the best ride for the Amateurs, with 48 points lost. He was closely pursued by Whitey Webb at 49 points and Bill Flewelling with 53 points. Whitey and Bill both need only 1 more point to transfer to the Expert Class.

John Miles had the best Novice ride of the day with 49 points lost. Jim McIntosh was second with 58 points. Jim is going to have a bit of trouble at home because his wife, Deb, took first in the women's class.

Around, under and through the pines at the Dunlap Trials. Bruce Galvin took all the swell photos of the plonkers.

Dunlap Park Trials

by Michael Scholtes

DUNLAP, CAL., Mar. 18, 1973 — Bakersfield PITS hosted a really first-class trials in the Sierra foothills today, featuring ten super difficult sections and enough water to fill Lake Mead. Located 40 miles east of Fresno, Dunlap has to be one of the finest areas for observed trials in California. The terrain is gently rolling, with much exposed rock and numerous streams, large and small, arranged into small canyons and hollows that lend themselves perfectly to natural sections. The organizers could easily have laid out fifty sections in the one square mile or so used in today's trial.

The misting rain of the previous evening dissipated into a sulky overcast by the morning of the trial, making life a little more bearable for riders, checkers and organizers. 53 riders set out in pursuit of low scores but were challenged the whole way by deep water and twisting, slippery climbs through immense rock gardens. Because of the sandy soil and largely rock substratum, the competitors were spared the added thrill of slimy mud sections.

For reasons not clear to anyone, especially the tired but happy rider who finished the event, not a single Expert (Southern California Master) — class rider showed up to contest in this excellent trial, thus leaving it to the Amateurs to battle for best score. Southern Californian Jean Fradette eventually emerged with 121 points lost to take the overall win, followed by Whitey Webb at 139. If this sounds like a lot of points to lose and still win an

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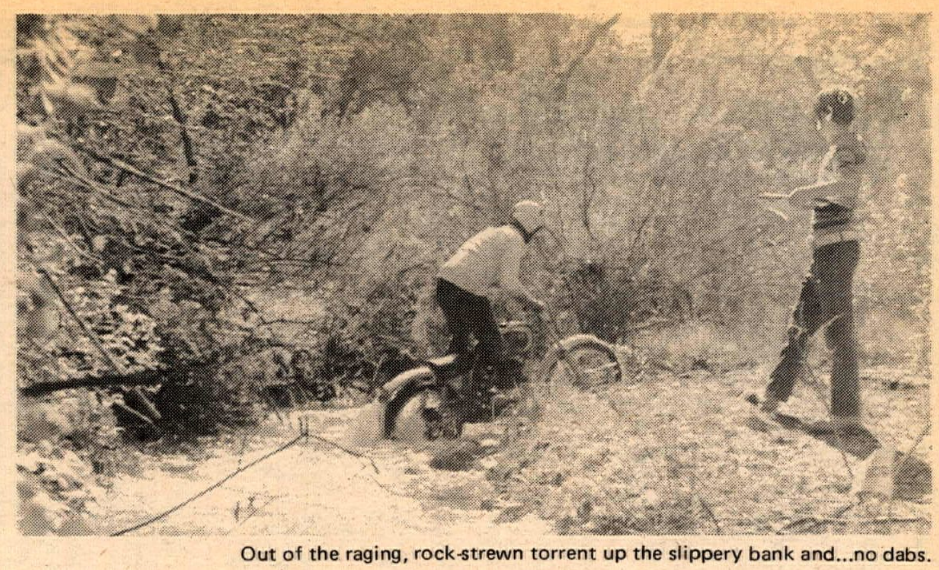
Into the raging, rock-strewn torrent and...no dabs.



Out of the raging, rock-strewn torrent up the slippery bank and...no dabs.

More Northern California Trials

event I can only say, "You shoulda' been there!"

The Novice class riders got a bit of a break on the toughest sections, being allowed a somewhat easier path or a shorter section so that the winning score was that of Marvin Woolard, down "merely" 63 points for 30 rides. Ron Cash turned in 68 points to nab second, followed into third by Gary Bergman with 77.

Some examples of neat sections: up a roller-coaster natural spillway carved into the rock and flowing with a foot of water; ten feet down a creekbank into two feet of rapidly flowing, engine-drowning water and then up a series of ledges like a salmon on its way to spawn.

The three first place winners were awarded special trophies hand made by organizer Paul Fuller of spark plugs, wire and old nuts and bolts, representing determined (if a trifle rusty) trials riders attacking rocks and logs. Sturdy Linda Stoodley won a "best checker" award, nice touch!

During the event some riders (this one included) wondered if this event was perhaps too difficult, as the relatively high scores in all classes might indicate, especially considering that the DNF rate was 23% of all starters (14 of 53). However, it is the tough sections that really make you try, that call upon a rider to change or improve his technique and that test his ingenuity. Having observed European events first hand, I can attest that this trial was not beyond anyone's ability, but only beyond their present level of achievement, which is another thing altogether. We need more events like this, not fewer.

Over the flat, grassy meadow and...oh, no A dab! C'mon, kid, have a heart.

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Motocross Deadman's Point, Apple Valley, Ca. All classes. Gates open at 7:30 am. First race at 9:30 am. Practice 8 am to 9 am Gate $2.00, Entry $2.50 memb. $3.00 non-member. Silencers required. Three number plates PLEASE. Info call 714-247-7473.

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Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 A.M. Sign Up 7:00 A.M. For Information call: (213) 921-5466.

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DRA

DESERT RACING ASSOCIATION

presents

Cal Cities El Scrambles Grande
APRIL 28 and 29

A fun filled weekend for Beginners and Novices ONLY! Two separate Hare Scrambles races. Sat: Novice 9 am, Beg. 12 noon. Sat. night trophies presentation for Baker to Vegas. Sun. new course Hare Scrambles, Beginners 9 am; Novices 11 am. Sweepstakes race Sun. at 2 pm; Short Hare 'n Hound combination of both courses.
No entry fee for Sweepstakes race to riders that rode Sat. or Sun. Neat new pins — 20% super trophies, April 28 and 29, limed from California City.
Ambulance-Radio Crew-Restrooms-Catering.

Info: 714-346-9335
P.O. Box 437, Rancho Mirage, Calif. 92270

The original D.R.A. since 1971.

NATIONWIDE CALENDAR

April 29

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Medford, Oregon. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Canal Fulton, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Lawrence, Kansas. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Whitney, Texas. $1,800

May 6

AMA NATIONAL ENDURO, Shelby, Ind. 150 miles.

AMA NATION[illegible] ROADRACE, Ontario, Cal. $25,00[illegible] Cancelled

AMA NATIONAL MOTOCROSS, Hialeah, La. $5,000 purse.

AMA NATIONAL MOTOCROSS, New Orleans, La. $5,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Laurelville, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Portland, Oregon. $1,800

May 12

ISDT QUALIFYING ROUND, Motorcycle Activities Club, Box 652, McMinnville, Ore., 97128.

May 13

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Youngstown, Ohio. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Puyallup, Washington. $1,800

May 19

ISDT QUALIFYING ROUND, Pacific Northwest Trails Assoc. Box 131, Weston, Ore. 97886.

May 20

AMA NATIONAL ENDURO, Bristol, Virgina. 150 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Salt Lake City, Utah. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Pocono, Pennsylvania. $1,800

AMA NATIONAL MOTOCROSS, Memphis, Tennesse. $5,000 purse.

HALF-MILE, San Jose, Cal. $12,000 purse.

May 27

AMA NATIONAL ENDURO, Columbus, Ohio. 250 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Arizona. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Clifford, Pennsylvania. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Linnville, Ohio. $2,500

May 28

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Proctorville, Ohio. $2,000

June 3

AMA NATIONAL ROADRACE, Atlanta, Georgia. $25,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Midland, Michigan. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Lenhartsville, Pennsylvania. $1,800

June 9

AMA NATIONAL HALF-MILE, Louisville, Ky., $12,000 purse.

TUESDAY, APRIL 24

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WEDNESDAY, APRIL 25

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

THURSDAY, APRIL 26

SPEEDWAY RACING, Irwindale Raceway, Gates open 6:30. Racing at 8:00 P.M.

FRIDAY, APRIL 27

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

AMA HALF-MILE, Ascot Park, Gardena, Cal. Start: 8:30 pm. PRO

CMC MOTOCROSS, Irwindale, Cal. Open: 4:30, prac: 6, race: 7:30. 213/969-1214.

SPEEDWAY, Orange County Fairgrounds, Costa Mesa, Cal. Start: 8:15 pm. Free parking and programs.

AMA PRO TT, 13500 SE Lawnfield Rd, Clackamas, Ore. 97015. Sign: 6:30, begin: 8. 659-1022..

April 28 & 29

41st ANNUAL SPRING WILDFLOWER FESTIVAL, Hi Vista Community Hall, Lancaster, Cal. Adults: $2, childred: $1.25.

ROADRACE, Sears Po[illegible] Rcwy. Pre: $15 to AFM, Box 705, [illegible]bane, Cal. 94005. Sidecars: $20. $4[illegible] per bike. Open: 8 am. 415/465-2052 [illegible]13/799-3237. AFM/AMA. Postponed

DRA EL SCRAMBLE GRANDE, California City. Two races: Sat: Beg-9, Non-noon. Sun: Beg-9, Nov-11. Sweepstakes at 2pm. Sun on different course. Pins, 20% trophies, ambulance, radio crews, restrooms and catering. Trophies from Baker to Vegas on Sat. night. 714/346-9335.

SATURDAY, APRIL 28

AMA SCRAMBLES, 13500 SE Lawnfield Rd, Clackmas, Ore. 97015. 1 pm. 100/200/250/500/Open. 659-1022.

KEEP AMERICA BEAUTIFUL DAY, AMA supported clean up day.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

SCRAMBLES, Fremont Rcwy, Fremont, Cal. D-36 black plate. Open: 3:30, sign 'til 6:15, prac: 5, race: 6:30. 125: 9:30, 250: noon, Open: 2:30. Enter: $6, watch: $1. 415/327-4461.

SHORT TRACK, Cycleland Spdwy., 14 mi S of Chico, at Hwy 99E and Gage Shippee Rd. D-36. Sign: 5:30, prac: 7, race: 8. 100(Nov), 200, 250. $2.50 ride or watch. 916/342-9302.

AMC SOUTH MOTOCROSS, Carlsbad Rcwy. Mail $5/10 to Box 81518, San Diego, Cal. 92138. Post: $10. 100% back to Ex. Race: 9 a.m.

SCRAMBLES, Fremont Rcwy, Fremont, Cal. Class "C" black plate race. Open: 3:30, prac: 5, race: 6:30. $2.50 ride or watch, $1 extra motor, $.50 insurance. D-36, silencers, kill buttons, high point series. 415/327-4461.

MOTOCROSS, Edward's AFB, at junction of Forbes and Lancaster Blvd. Sign: 7:30, prac: 9, race: 10. Enter: $3, watch free. Trophies. 805/258-5641 or 277-3696.

BICYCLE MOTOCROSS, 7th St. & Bellflower, Long Beach, Cal. Start: 10. Enter: $.25/.50. 100% paybcak to Ex & 20% trophies. Sidehacks and 10 speeds. No Motorcycles.

MOTOCROSS, De Anza Park, Sunnymeade, Cal. Beg/Jr. Sign: 7, race: 9. Gate: $2, enter: $4

SUNDAY, APRIL 29

D-35 MOTOCROSS, Lake Madera, take Cleveland exit from 99. Minis: $3, bikes: $5. 209/674-4042.

MOTOCROSS, Cal-Cross Inc. & CMC, Sunnyvale PAL Track, N on Mathilda Ave. off Hwy 101, ½ mi past Lockheed Plant. Open: 6:30, prac: 7:45, race: 9. Mail: $6/$10 to Box 1348, Cupertino, Cal. 95014. Post: $8/$15. 2nd trophy race.

MINI-BIKE GRAND PRIX, Indian Dunes Park, Valencia, Cal. 2 mi course for 30 min. 0-60 stock-mod, 0-80 stock-mod, 0-115 open. PP and schoolboy classes. Mail $6 to Box 149, Saugus, Cal. Post: $10. Race: 9. 259-1008.

MOTOCROSS, Escape Country, Trabuco Cnyn., Cal. Calif. Cycle Center. Drawing for free bike. $5 memb. Sptmn mail $2, Ex: $10 to Escape Country, Robinson Ranch, Trabuco Cnyn., Cal. 92678. 100% back to Ex. Open: 7, prac: 8, race: 9. 714/586-7964. Post: $5/ $10.

D-37 MOTOCROSS, De Anza Park, 13 mi E of Riverside on US 60. Bush Masters. Sign: 7, start: 9. Gate: $2, Mail $5 to Box 921, Banning, Cal. 92220. Post: $8. Watch: $1. Hacks OK. 714/849-8393.

CMA MOTOCROSS, Sea View Park, Salton Sea, Cal. Take Hwy 111 from Indio toward N. Shore, left on Cleveland St. Suzuki series. Enter: $4, watch: $1.50. Prac: 7:30, race: 9. 714/347-3185.

EURO SCRAMS, Lake Delores, Las Vegas Fwy North of Barstow. Sign: 8, race: 10. Race: $3.25, watch: $2.25. Swimming and riding. 714/ 252-2553.

HILL CLIMB, Ray Rianda Ranch on Rider Rd, Gonzales, Cal. Sign: 8, race: 10. Watch: $2, ride: $3. AMA.408/422-9809 or 449-6826. Salinas Ramblers MC.

D-36 MOTOCROSS, Plymouth Rcwy. Delta Dirt Riders. Sign: 6, race: 7, race: 9. Gate: $2.50, race: $3. 757-2514 or 754-5615.

D-37 TT SCRAMBLES, Elsinore Rcwy, Elsinore, Cal. Side-Hack Assn. Sign: 7, prac: 8, race: 10. Hvywt first. Enter: $4. 213/257-7132.

PRO TT, CMRE, South Bay Spdwy, take I-5 to Main St. Chula Vista, go E 8 mi. Start 7 pm. Enter: $4. Purse: $500. Am: 125/250, Pro: 360/Open. Sign: 3:30, prac: 5:30, gate closes at 6. Pits: $3. (2 pitmen).

CMC MOTOCROSS, Carlsbad, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. 100% payback. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

CRC ENDURO, Lucerne Valley. 20% trophies and pins. Flip card. A, B & C. Husband/Wife, father/son. young/old. Send: :$7.50 2 SASE to CRC, 6625 Dorinda, Riverside, Cal. 92503. 914/628-1291.

CRC MOTOCROSS, Rawhide Park, Elsinore, Cal. 40% trophies same day. Beg; Nov; Int; Ex; young; old; PP; Mini. No memb. 714/688-1291 or 213/830-7519.

OBSERVED TRIALS, ATA, Escape Country, Trabuco Cnyn., Cal. Sign: 8, race: 9:45. Memb: $4. First round of Cal State Champs. Camping. 213/848-7380.

SWAP MEET, Rose Bowl, Pasadena, Cal. Start: 9am, ract til 3. Enter: $5.

AMRA MINIS, Indian Dunes, Valencia, Cal.

BRA MOTOCROSS, Indian Dunes, Cal. 50% trophies same day. Beg/Jr/Srs, $7 post only. Mini/oldsters/PP. Int. track. 259-8000.

JACKRABBIT 100, 15 mi South Mountain Home, Idaho. Start: 12. 100 mi. 33% trophies and $2,500 purse. 208/587-3319 or 7555. Free beer.

D-37 HARE & HOUND, Four Corners, N on 395, Cal. Start: 9, enter: $5.50, trail Nov: $4.50. 2/40 mi loops. 100 dollar deductible. Simi Valley MC. 213/892-0678 or 885-1370.

ROAD RACE, Raineer Beer Series. AMA Amateur. $100 deductible ins. 125/250/500/Open GP. 250/500/Open Production, Novice. Sidecars. 2 heats. $11 mail to OMRRA, Box 13454, Portland, Ore. 97213. Post: $15. 503/282-4215.

OFF ROAD VEHICLE RALLY, Elko, Nevada. Right off Lamoille Hwy, 1 mi S of Elko. 4 wheels, promo for Knights MC. 702/738-7733 or 702/738-6293.

OBSERVED TRIAL, Cal State Cham., Escape Country, Trabuco Cnyn., Cal. Sign: 8, ride; 9:45. Memb: $4, non: $8. ATA, Camping.

D-36 BLACK PLATE SCRAMBLES, Lodi Cycle Bowl, Morse Rd., Lodi, Cal. Sign: 8-10, race: 11. Enter: $2.50($2 for 2nd). Minis: $2. Class C. Prac: 8-9 Nov, 9-9:30 Jr/Ex.

CVMC EURO SCRAMS, Chiriaco Summit, limed from Indio and Blythe. Enter: $6.25. Sign and prac: 7. Race: 9. PP/mini/oldsters/Nov. Silencer.

MOTOCROSS, Coal Creek Rcwy., Lafayette, Colo. Start: noon. Enter: $15. 2 mi E of Lafayette on Hwy 7. Expert only. $1,200 purse and contingency.

MOTOCROSS, Penton Series, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Beg/Jr. CMC license. Mail $6, post: $8. 916/351-0271.

TRIAL AND SCHOOL, for Beg. & Nov. Int. Trials Assoc. Saddleback Park, Orange, Cal. Start: 9am. $5 to learn and ride. All classes. ITA memb. 20% trophies.

CMC MOTOCROSS, Sunnyvale PAL Track, N on Mathilda Ave. off Hwy 101, ½ mi past Lockheed. Mail: $6 or $10 to Box 1348, Cupertino, Cal. 95014. Post: $8/$15. Open: 6:30, prac: 7:45, race: 9, sign by: 8:30. 1st race of trophy series. 408/226-7265.

MOTOCROSS, T-Car Speedway, Carson City, Nev. Open: 8, prac: 8, qualify: 10. Enter: $5/$6/$7. 702/882-0418.

HALF-MILE AND TT, 395 Cycle Park, Adelanto, Ca. No memb. Sign: 10. Gate: $1.50, enter: $2.50, 1/3 trophies. 714/246-6109.

49er ENDURO, Forresthill, Cal. D-36. Polka Dots MX. 100 mi. Start: 8:01. Mufflers/arrestors. Limit: 750. Mail $6 to Polka Dots MC, 2412 Salix Way, Sacramento, Cal. 95825. $9 post. 916/WA 5-4788 or 622-8257.

PNTA TRIAL, Portland, Ore.

PNTA TRIAL, Tiger Mtn. Washington.

AME MOTOCROSS, North vs. South race. Spillway Park, Santa Maria, Cal. Sign: 7, prac: 8, race: 9.

SCRAMBLES, Lodi Cycle Bowl. Black plate race. Open: 9, prac: 10, race: noon.

AME MOTOCROSS, Spillway Park, Santa Maria, Cal. Beg; Jr; Int; Sr; mini; oldster; PP. AME N vs S. Prac: Sat morning. Free Bar BQ Sat night. Sptmn: $7, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Post: $10/$15. 213/675-1922.

HDRA MOTOCROSS, Deadman's Point, Apple Valley, Cal. Open: 7:30. Gate: $2. Enter: Jr: $3, Sr: $8 with 100% back. 40% brass for Jr. Race: 10. All classes.

TUES., MAY 1

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705.

WED., MAY 2.

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

FRI., MAY 4,

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Purse: $1,500. AMA Open: 6:30 p.m., race: 8 p.m. 659-1022.

AMA HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30. PRO

SCRAMBLES, Visalia Airport, ½ mi E of Hwy 99, ¼ mi S of Hwy 198. AMA. Prac: 5, sign by: 6:30, race: 7. Mid Cal Inc. MC. 209/734-0212.

SAT., MAY 5,

HOTEL LUCERNA 250, 22 mi W of Mexicali on the Tijuana Hwy. Tech at 2pm on Friday. Baja Racing Assoc. 714/352-3767 or 913/762-8868.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. 100/200/250/500/Open. Sign and prac. by 6:45, race: 7 p.m. 659-1022.

SHORT TRACK, Cycleland Spdwy., 14 mi S of Chico, at Hwy 99E and Gage Shippee Rd. D-36. Sign: 5:30, prac: 7, race: 8. 100(Nov), 200, 250. $2.50 ride or watch. 916/342-9302.

AMC SOUTH MOTOCROSS, Miramar, Cal. Mail $5/$10 to Box 81518, San Diego, Cal. 92138. $10 post. 100% back to Ex. Race: 9 a.m.

D-37 GRAN P, CRC, Carlsbad Rcwy. 0-250 Nov & 0-175 Am/Ex. 2 hrs. 100% trophies. Mail $10 and 2 SASE by April 25 to CRC, 6625 Dorinda, Riverside, Cal. 92503. Includes 1 pit people. 714/688-1291 or 213/830-7519.

BICYCLE MOTOCROSS, 7th St. & Bellflower, Long Beach, Cal. Start: 10. Enter: $.25/.50. 100% paybcak to Ex & 20% trophies. Sidehacks and 10 speeds. No Motorcycles.

MOTOCROSS, De Anza Park, Sunnymeade, Cal. Beg/Jr. Sign: 7, race: 9. Gate: $2, enter: $4

SUN., MAY 6,

AME MOTOCROSS, Osteen's Bike Park Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: mail $5, post $10, Srs: $10/$15 to 13004 S. Washington, Hawhtorne, Cal. 90250. 213/675-1922.

AME MOTOCROSS, Spillway Park, Santa Maria, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptsmn: $5 mail, $10 post, Srs: $10/$15 to 13004 S. Washington, Hawthorne, Cal. 90250.

HALF-MILE & TT, HRA, 395 Cycle Park, Adelanto, Cal. No Memb. Sign by: 10. Gate: $1.50, Enter: $2.50 per class. 1/3 trophies. You should have a silencer. 714/246-6109.

D-37 GRAN PRIX, CRC, Carlsbad, Cal. 500 & Open Nov, 250 & 500 & OPen Ex/Am. 2 hrs. 100% trophies. Mail $10 and 2 SASE to CRC, 6625 Dorinda, Riverside, Ca. 92503. Includes 1 pit people. 714/688-1291 or 213/830-7519.

HDRA MOTOCROSS, April 29 Human's Point, Apple Valley, Cal. for Sun: 7:30. Gate: $2. Enter: Jr: rescheduled as with .00% back. 40% brass fc race: 10. all classes.

SWEEPSTAKES ENDURO, marked from Antelope Valley Fwy and Angeles Forest Hwy ramp. Starts near intersection of Mt. Emma Rd and Angeles Forest Hwy. 100 mi. Street legal, USF arrestor. Start: 7 am. Mail $6.25 (plus 1 for team person) and 2 SASE & D-37 card to Shamrocks MC, 11003 McVine, Sunland, Cal. 91040. Close April 23, drawing April 25 at Sunland Park. Rescue 3.

MOTOCROSS, T-Car Speedway, Carson City, Nev. Sign: 8am. $2 pit pass plus entry. No memb. Len Hoskins: 702/782-4312. Ins by T-Car. 702/882-5030.

OBSERVED ENGLISH TRIALS, Muntz Park, Moorpark, Cal. ATA but no memb. necessary. Pins. Meet: 9:30, start: 10. 213/765-8186 or 805/526-0285.

AMA MOTOCROSS, Opelousas, Louisiana. Purse: $5,000. Sign at the Downtowner Hotel, by 11 am. No entry fee.

HARE AND HOUND, limed from Lucerne to Soggy Dry Lake. Ex: $10 enter, Beg: $7 enter. 30% brass and pins.

CHICKEN ENDURO, Allen's Motorcycle Playland, 40 mi N of Fresno, Cal. on Hwy 41. Pathfinders MX. $7 mail/$9 post (plus $3 for team) to Pathfinders MX, c/o Jim Jacobson, 2904 E. Dakota, Fresno, Cal. 93726. 209/229-8993. AMA.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15 100% payback, Open: 6:30, prac: 7:30, sign by: 8:30, race: 9.

MOTOCROSS, Descutes Park, Hwy 97, 7 mi N of Bend, Ore. High Point series. Enter: Ex: $5, Sptmn: $4. Watch: $1.50. Prac: 9:30, race: 11. 389-1966.

D-31 MOTOCROSS, Arizona Desert Rcwys., 35 mi W of Phoenix on Hwy 80, S on Airport Rd. Sign: 7, prac: 8, race: 10. Enter: $6, watch: $2. Nov; Am; Ex; PP; Minis. 100; 125; 250; Open; Hacks and oldsters.

CMC MOTOCROSS, Redwood Acres, Eureka, Cal. Sign: 8:30. Enter: $5. Off Hwy 101 to Redwood Acres Fairgrounds.

D-36 GEORGETOWN ENDURO, Richmond Ramblers, Georgetown, Cal. Mail $7 to 2633 Harold St., Oakland, Cal. 94602. Entries close April 25. Max: 750. Start: 7:01. 415/235-7322 or 235-6505.

PONDEROSA HARE SCRAMBLES, 15 mi E of Lancaster on Ave J. Start: 10 a.m. 3/9 mi loops. 50% trophy. Rain or shine. 213/324-4747 or 367-2907.

DRAG HILL CLIMB, De Anza Park, 10 mi E of Riverside Fwy on Hwy 60, Theodore ramp. Gate: $2, enter: $4, watch: $1. Sign: 7. Easy hill. 213/923-2980.

CMA MOTOCROSS, Seaview Cycle Park, Salton Sea, Cal. Hwy 111 from Indio toward N Shore, left on Cleveland. Suzuki series. Enter: $4, watch: $1.50. Prac: 7:30, race: 9. 714/347-3185.

HARE & HOUND, limed from Lucerne to Soggy Dry Lake. Hot shoes: 1,000 in prizes. $10 entry. Beg: 30% brass and pins, $7 entry. 213/335-1582.

MOTOCROSS, Edwards AFB, take Hwy 14 to Rosemond then E 15 mi to Edwards. Sign: 7:30, race: 9:30. No cards. Enter: $3, watch free. John: 805/258-8085 or Dale: 805/258-6445.

TUES., MAY 8,

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by 7, race: 7:30. 714/735-1705

WED., MAY 9,

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

FRI., MAY 11,

PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Purse: $1,500. AMA Open: 6:30 p.m., race: 8 p.m. 659-1022.

Scrambles, Visalia Airport, ½ mi E of Hwy 99 & ¼ mi S of Hwy 198. Prac: 5, sign by: 6:30, race: 7. Gate: $2, race: $1. 209/734-0212.

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

AMA HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30. PRO

12-13

MOTOCROSS, Portland Int. Rcwy. Am on Sat. and Pro on Sunday. Qualifying Ams race again Sun. morning.

SAT., MAY 12,

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prac: 8:30, race: 9:30. 714/735-1705.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. 100/200/250/500/Open. Sign and prac. by 6:45, race: 7 p.m. 659-1022.

AMC SOUTH MOTOCROSS, Carlsbad Rcwy. Mail $5/10 to Box 81518, San Diego, Cal. 92138. Post: $10. 100% back to Ex. Race: 9 a.m.

INDOOR SHORT TRACK, 1 1/8 mi, State Fairgrounds Col., Salt Lake City, Utah. Prac: 4pm, qual: 5:30, race: 7. CMC, class C, mufflers. Novice trophies, Expert cash. 100; 125; 200; 250; Open.

SHORT TRACK, Cycleland Spdwy., 14 mi S of Chico, at Hwy 99E and Gage Shippee Rd. D-36. Sign: 5:30, prac: 7, race: 8. 100(Nov), 200, 250. $2.50 ride or watch. 916/342-9302.

AMA TT STEEPLECHASE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30.

HALF-MILE' Tulare Fairgrounds. Sign: $4, prac: 5:30, qual: 6:35, race: 8. Purse: $2,000 & 100 to Novice winner. 209/673-0198. May 13

FOOL'S GOLD ENDURO II, Georgetown, Cal. CERA North. Camp Chiquita, 12 mi E of Georgetown. Moderate to hard timekeeper's enduro. 100-120 miles. 125-250-Open-ABC-PP. $6 memb., $8 non with 2 SASE to CERA, Box 22, Alamo, Cal. 94507. Drawing May 2. Trophies and pins. Flip card. 415/937-9971.

BRENTWOOD YOUTH COUNCIL BIZARRE, btwn. Montana and San Vicente in West LA. $5 to reserve space. $.50 adm. 2136472-2194 or 826-2319 or 472-6510.

BICYCLE MOTOCROSS, 7th St. & Bellflower, Long Beach, Cal. Start: 10. Enter: $.25/.50. 100% paybcak to Ex & 20% trophies. Sidehacks and 10 speeds. No Motorcycles.

SUN., MAY 13,

MOTOCROSS, Penton Series, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Juniors. CMC. 125/250/Open Mail $5, post: $8. 916/351-0271.

CRC california racing club
membership not required

motocross

Trophies to 40% of entries awarded same day. Results after each moto. Gate open 7:00; Practice 8:00; first race 9:30.

SUNDAY MX
APRIL 29
RAWHIDE

May 13 — Arroyo
May 20 — Indian Dunes
May 27 — Carlsbad

EVERY SATURDAY
MOTOCROSS
AT ARROYO

NO MAIL ENTRIES FOR MOTOCROSS

desert

ROAD RUNNER ENDURO
APRIL 29
LUCERNE VALLEY
20% Trophies — Finisher Pins
Flip card system.
ABC Riders — Husband/Wife
Father/Son — 16 +35, Minis
Send $7.50 & 2 SASE
Mail Closes April 21
Post $8.50

ATTENTION
CRC Membership Point System
The second Four Month Membership Points Program will begin soon.
Join now and compete for the top CRC competition number and a super 30-inch number one rider trophy.

BEGINNERS - SCHOOL BOY CLASS (under 16 yrs old) - NOVICE - INTERMEDIATE - EXPERT - OLDTIMERS - MINI - POWDER PUFF

CRC (714) 688-1291 (213) 830-7519
6625 dorinda, riverside, california 92503

CRC california racing club

CRC GRAND PRIX
MAY 5 & 6 CARLSBAD RACEWAY

This course has it all. Motocross-Cross Country—Scrambles-Road Racing, each class races 2 hours-bring your pit crew!

AMA Dist 37 Sanctioned

Saturday: 8am 100, 125, 175 Novice
11am 100, 125, 175 Am/Ex
2pm 250 Novice

Sunday: 8am 500 Novice
11am 250 Am/Ex
1:30pm Side Hacks
3pm 500, Open Am/Ex

100% FINISHER TROPHIES MIN. 12" TALL
Top 10% Receive Championship size trophies
$10.00 Mail Entry $15.00 Post Entry (if available)
Mail Entry opens April 14-Closes April 30
Use standard AMA Dist 37 Entry Blank
Price includes entry for racer and one spectator (bring your girl)
Start position determined by postmark

CRC (714) 688-1291
6625 dorinda, riverside, california 92503

PLEASE TYPE OR PRINT LEGIBLY

Date _____
Type of event _____
Sanction _____
Location _____
What time _____
Entry fee _____
How to get there _____

FREE CALENDAR LISTING!

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone.

Cycle News CALENDAR
P.O. Box 498, Long Beach, CA 90801

Additional information _____

CLIP AND MAIL TODAY!

HALF-MILE & TT, HRA, 395 Cycle Park, Adelanto, Cal. No Memb. Sign by: 10. Gate: $1.50, Enter: $2.50 per class. 1/3 trophies. You should have a silencer. 714/246-6109. April 21

AME MOTOCROSS, Indian Dune, Cal. Beg; Jr; Int; Srs; Mini; oldsters; PP. Sptmn: mail $5, Srs: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. 213/675-1922. Post: $10/$15. Open: 6:30, prac: 8, race: 9.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; Mini; oldsters; PP. Sptmn: Mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

CERA ENDURO II, limed from I-15 and Harvard Rd. N of Barstow, Cal. 90 mi for the average rider. 125/250/Open, A, B, & C. 2 loops. Send $8 ($7 for memb) to CERA, Box 2102, Cypress, Cal. 90630. Drawing on May 3 at 9pm at Family Hoffbrau, 6161 Lincoln Ave., Buena Park, Cal. 714/527-4927.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Int; Ex; young; old; PP; Mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

CMC MOTOCROSS, Carlsbad, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. 100% payback. Gate: 6:30, prac: 7:30, sign by: 8:30, race: 9.

MOTOCROSS, T-Car Speedway, Carson City, Nev. Open: 8, prac: 8, quality: 10. Enter: $5/$6/$7. 702/882-0418.

CMC MOTOCROSS, Pt. of the Mountain Rcwy, I-15 btwn Draper and Lehi, Utah. PMR license. Jr/Int: 30% trophies, Ex: 100% payback. Terry Larson, 6416 South 1140 West, Murray, Utah, 84107. 801/266-4704.

MOTHER'S DAY TRIAL AND SCHOOL, Int. Trials Assoc. Beg/Nov. All classes welcome. Saddleback Park, Irvine, Cal. Start: 9am. $5 to ride and learn. Memb. required. 20% trophies.

MOTOCROSS, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. CMC. Beg/Jr. 125/250/Open. Mail $5, post $8. 916/351-0271.

AMA MOTOCROSS, Hialeah, Florida.

RRA MOTOCROSS, Rawhide Park, Elsinore, Cal. Enter: $3 gate & post. 213/921-5466.

D-37 HARE SCRANBLES, Fremont Valley, Cal. Start: 9am. Enter: $4.50. Limed from Hwy 14 and Randsburg Rd.Red Dots MC. Pins/Rescue 3/2/35 mi loops/trail nov I loop/merchandise.

D-36 MOTOCROSS' Mother's Day Special, Carson City, Nevada. Sign: 6, prac: 7:30, race: 9:10. No minis. Ride: $4, watch: $2. 882-8888 or 882-6550 or 544-7720. Blue plate race.

HILLCLIMB, Genrose, Colo. At Beaner Creek, 4mi N of Hwy 50 on Colo. 115. Start: noon. Enter: $3 Nov/ $4Expert. 125/250/Open/mini. Trophies. 784-3161 (303).

HALF-MILE & TT, HRA, 395 Cycle Park, Adelanto, Cal. No Memb. Sign by: 10. Gate: $1.50, Enter: $2.50 per class. 1/3 trophies. You should have a silencer. 714/246-6109. April 21

CMA MOTOCROSS, Seaview Cycle Park, Salton Sea, Cal. Hwy 111 from Indio toward North Shore, left on Cleveland St. Suzuki series. Enter: $4, watch: $1.50. Prac: 7:30, race: 9. 714/347-3185.

SIXTH MOTHER'S DAY TT, Perris Rcwy. D-37. Powder Puff Assoc. Sign: 7:30-9.

AMA QUALIFYING ROUND, Raineer Beer Race. Portland Int. Rcwy., off I-5 at Delta Park exit. 503/223-3743.

TRIAL, at Carbtree's Store in Los Gatos Cnyn., 25 mi W of Coalinga, Cal. Camp. All classes. Trophies. 209/935-2230.

MOTOCROSS, Carson City, Nevada. Blue plate points AMA. Nov/Am/Ex. 100/125/250/Open. No minis. Gate: $2, enter: $2. Sign: 6, prac: 8, race: 9. 882-8888 or 882-6550.

TUES., MAY 15

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

WED., MAY 16

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

FRI., MAY 18

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Purse: $1,5000. AMA Open: 6:30pm, race: 8pm. 659-1022.

AMA HALF-MILE REGIONAL CHAMPIONSHIP, Ascot Park, Gardena, Cal. Race: 8:30 pm. Purse: $3,000.

May 19 & 20

MOTOCROSS, McGill Park, Rancho Cordova, Cal. Cal-Cross & CMC. Purse: $3,600. Mail $20 to Box 1348, Cupertino, Cal. 95014. Post: $40. Jr/Int: mail $6 by May 6.

BAD ROCK TWO DAY TRIAL QUALIFIER. PNTA, Weston, Oregon. Mail $15 to PNTA, Box 131, Weston, Oregon 97886. No post. 400 miles in the big pine country.

CMC MOTOCROSS, McGill Park, Rncho Cordova, Cal. E on Hwy 50 right on Prarie City Rd, then right on White Rock Rd. Purse: $3,600. Sat: Sptmn. $6/$10 post. Pro: $20/$40 post. Entries close May 6. To Box 1348, Cupertino, Cal. 95014.

CONTINENTAL MOTO-SPORT CLUB

UPCOMING RACE DATES

Apr.
29 — Carlsbad

May
6 — Saddleback
13 — Carlsbad
20 — Saddleback
27 — Indian Dunes

SILENCERS MANDATORY. $5 mail, $10 post for Jr/Inters; $10 mail, $15 post for Ex. per class w/100% payback. Mail closes 5 days prior to event. CMC license and 3 No. plates req. Gates 6:30, practice 7:30, sign by 8:30, race at 9.

PO Box 1402, Costa Mesa, CA 92626

RAWHIDE PARK ELSINORE

MOTOCROSS

Special thru May

$3.00 gate & post

May 6
May 13
May 27

40% TROPHIES

Beginners-Novices-Intermediates
Seniors-Powder Puff-Mini-Oldtimers

2½miles east from Hwy. 71-74 —
840 acres of family fun & motocross —
Open 7 days a week —
Course under sprinklers —
(213) 921-5466

HARE 'N HOUND

$1,000.00

in prizes

Hot Shoes
$10.00
entry

Entry
$7.00
Beginners

30% GOLD

So. Cal. Desert Racing Assoc.
2-20 mile loops

SUNDAY MAY 6th

Hot Shoes Start: 9:30. Beginners Start: 9:45. -14 Mini, P/P Start: 10:00.

Overnight camping, Toilets, Catering, Ambulance, 2-Way Radio, 4-Wheel Sign-Up All Day Sat. & Sun. morning.

Limed from Lucerne to Soggy Dry Lake Area.

ARROYO CYCLE PARK

6 mi. no. of San Bernardino on I-15. Take Devore off-ramp west ½ mile.
Course under sprinklers. Trials area, mini area, short track, wash rack.

OPEN DAILY

Motocross Racing Ea. Saturday & Sunday
Gates Open 7 am

INFO: (714) 887-2714

UPCOMING EVENTS

Sat., Apr. 28—CRC Motocross

Desert Racers
ATTENTION
Desert Riders
Desert Racing Association point system
DRA membership program now open and starting in May for 2 four month standings. Specializing indesert races for desert riders. Applications: P.O. Box 437, Rancho Mirage, Calif. 92270. 714-346-9335. The original D.R.A. since 1971

C.R.A.
MOTOCROSS
ALL CLASSES
SIGN IN 7:00 AM RACE 9:00 ENTRY FEE $4.00
EVERY SUNDAY
33% Trophies INFO. (714) 849-8481
DE ANZA CYCLE PARK
SILENCERS REQ'D.
GATE $2.00

INTERNATIONAL TRIALS ASSOCIATION
BEGINNER - NOVICE
ALL CLASSES WELCOME
TRIALS & SCHOOL
APRIL 29
SADDLEBACK PARK
20% TROPHIES
Sign - up — 9:00am School — 10:00am Competition — 12:00
INTERNATIONAL TRIALS ASSOCIATION MEMBERSHIP REQUIRED
Entry and school — $5.00 + $1.00 at gate

International Trials Association
17921 Sky Park
Suite E
Irvine, California 92707

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

AMERICAN MOTO-CROSS A.M.E. INC. ENTERPRISES

SUNDAYS
Beginners, Juniors,
Intermediates, Seniors
Plus
Old Timers & Powder Puff

May 6 — OSTEEN'S
May 13 — Indian Dunes
May 20 — Rawhide

SILENCERS MANDATORY. Regular Sportsman classes $5.00 mail, $10.00 Post. Senior $10.00 mail, $15.00 Post. No post entry fee to new membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am, sign-up closes 8:45. First race 9 am, 3 A.M.E. number plates required.

MAIL ENTRY TO: A.M.E.
13004 So. Washington
Hawthorne, CA. 90250
(213) 675-1922 or 545-1360

SPILLWAY
CYCLE PARK
A.M.E. sanctioned M.X. 1st. Sun. each month. Mail entry to Spillway, Santa Maria, Calif.

AMERICAN MOTO-CROSS A.M.E. INC. ENTERPRISES

INDIAN DUNES
SATURDAYS
Beg. Juniors Intermediates Seniors
PLUS
Mini Cycle, Old Timers & Powder Puff
SPECTATOR ADMISSION FREE
When accompanying a competitor to track.
100% PAY BACK TO SENIORS

Apr. 28—International Track*
May 5—Shad-Glen Track*
May 12—International Track*

Silencers Mandatory. Regular Sportsman Classes $5 mail, $7 post. Seniors $10 mail, $12 post. No post entry fee to new members that join at track. $7 membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am. Sign-up closes 8:45. First race 9 am. 3 A.M.E. number plates required.

MAIL ENTRY TO:
Indian Dunes M.X.
13004 S. Washington
Hawthorne, Ca. 90250
Phone (213) 675-1922 or 675-0521

CRC california racing club
membership not required

CALIFORNIA SCHOOL-BOY MOTOCROSS CHAMPIONSHIP
MAY 26 & 27
CARLSBAD RACEWAY

Sportsman Riders only — NO Professionals

Motorcycles (age 17 & under): 100cc 125cc 250cc
Mini Cycles (age 14 & under): 80cc

Racers Qualify on Sat. — Finals on Sun.
$12.00 mail $20.00 post
LIMITED CLASS SIZE

CRC (714) 688-1291
6625 dorinda, riverside, california 92503

American
Moto Cross Club Inc.
FOR: BEGINNERS, NOVICES, JUNIORS & THOSE WHO HAVE NEVER RIDDEN IN AN EVENT
Presents

Apr. 29 — Saddleback
100% Trophies
May 6 — Arroyo
May 13 — Saddleback

WRITE FOR FREE INFO PACKAGE

Bike must have SILENCERS and 3 NUMBER PLATES. AMC membership required. Gates open at 6:30 A.M. Race starts 9:00 A.M. Entry by advance mail $5.00. Mail entry closes 2 days before event. Post $10.

P.O. Box 663, El Toro, Ca. 92630

SAT., MAY 19,

AME MOTOCROSS, Indian Dune, Cal. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn: mail $5, Sr: $10 to 23004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prace: 8:30, race: 9:30. 714/735-1705.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. 100; 200; 250; 500; Open. Sign and prac. by 6:45, race: 7 pm. 659-1022.

SHORT TRACK, Cycleland Spdwy., 14 mi S of Chico, at Hwy 99E and Gage Shippee Rd. D-36. Sign: 5:30, prac: 7, race: 8. 100(Nov), 200, 250. $2.50 ride or watch. 916/342-9302.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex/Young/Old/PP/mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

SUN., MAY 20,

CMA MOTOCROSS, Seaview Cycle Park, Salton Sea, Cal. Hwy 111 from Indio toward N Shore, left on Cleveland. Suzuki series. Enter: $4, watch: $1.50. Prac: 7:30, race: 9. 714/347-3185.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15, 100% payback. Open: 6:30, prac: 7:30, sign by: 8:30, race: 9.

MOTOCROSS, Descutes Park, Hwy 97, 7 mi No of Bend, Ore. High Point Series. Enter: Ex: $5, Sptmn: $4. Watch: $1.50. Prac: 9:30, race: 11. 389-1966.

D-31 MOTOCROSS, Arizona Desert Rcwys., 35 mi W of Phoenix on Hwy 80, S on Airport Rd. Sign: 7, prac: 8, race: 10. Enter: $6, watch: $2. Nov/Am/Ex/PP/minis. 100/125/250/Open, Hacks and oldsters.

HARE AND HOUND, D-37, limed from Hwy 395 & Trona Rd. Start: 10am. Enter: $5.50. Badger MC 1st Annual Cop-out. Trail Nov all the way.

HALF-MILE AND TT, 395 Cycle Park, Adelanto, Cal. HRA. No memb. Sign: 10. Gate: $1.50, enter: $2.50. 1/3 trophies. 714/246-6109.

AFM ROAD RACE, Riverside, Cal. Pre: $10 to AFM, 2754 Monterey Rd., San Marino, Cal. 91108. Sidecars: $15. Add $5 per bike. Open: 7am. 213/799-3237.

ROUGH SCRAMBLES, Perris, Cal. Lightweights MC. Sign: 7, race: 9:30. 987-4488.

AMA NATIONAL MOTOCROSS, Memphis, Tennesse.

PNTA TRIAL, Gold Bar, Washington.

RACE, Rock Springs, Wyoming. 7th Annual Father's Day Race.

PNTA TRIAL, Portland, Ore.

AME MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Jr; Int; Srs; mini; oldsters; PP. Sptmn: Mail $5, Srs: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Post: $10/$15. Open: 6:30, prac: 8, race: 9. 213/675-1922.

ACA ROAD RACE, Carlsbad, Cal. Open: 8, prac: 10. $8 pre to Suite 312, 106 N. Claudine, Anaheim, Cal. 92805. $15 post.

CRC MOTOCROSS, Indian Dunes, Valencia, Cal. Beg/Nov/Int/Sr. 40% trophies same day. Young/old/PP/mini. No memb. 714/688-1291 or 213/830-7519.

TUES., MAY 22

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

WED., MAY 23

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

FRI., MAY 25

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

May 26-27

SMUGGLER TRAILER FAMILY ENDURO, 13 mi from Calif. City Golf course. Field events on Sat and enduro on Sunday at 7:30. Mail $6 to Smuggler Trailers, 10642 Midway Ave., Cerritos, Cal. 90701. Post: $8. First Prize: a sleeps six travel trailer. 213/924-2389.

SHORT TRACK, Redwood Acres, Eureka, Cal. CMC. Sign: 9:30. Enter: $5. Off Hwy 101.

WESTERN REGIONAL CHAMPIONSHIP, Oregon Sidewinders Track, 13500 SE Lawnfield, Clackamas, Ore. 97015. Sign: 5:30, race: 8pm. Mail: by May 4 to D. Seifert, 13706 S. Carus Rd., Oregon City, Ore. 97045. 632-3875.

SAT., MAY 26,

AMC SOUTH MOTOCROSS, Miramar, Cal. Mail $5/$10 to Box 81518, San Diego, Cal. 92138. $10 post. 100% back to Ex. Race: 9 a.m.

MOTOCROSS, Edwards AFB, Hwy 14 to Rosamond then 15 mi E to Edwards. Sign: 7:30, race: 9:30. Enter: $3, watch: free. 805/258-8085 or 258-6445.

SUN., MAY 27

HARE SCRAMBLES, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Juniors only. Series final all prizes given away. CMC. 125/250/Open, Mail $5/Post $8. 916/351-0271.

ACA ROAD RACE, Willow Springs, Cal. Open: 8, prac: 10. Pre: $8 to Suite 312, 106 N. Claudina, Anaheim, Cal. 92805. Post: $15.

TRANS AMA QUALIFIER, Mayer Raceway, 1 hour from Phoenix, Arizona.

SIERRA 100 ENDURO, 25 mi W of Coalinga and 20 E of King City, Cal. Enter: $8. 100 miles. Send entry and 3 SASE to Sierra Enduros, 1720 Jennings Ave., Madera, Cal. 93637. 209/674-7160. Spark arrestors.

CMC MOTOCROSS, Indian Dunes, Valencia, Cal. Sptmn: Mail $5, Sr: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. Open: 6:30, prac: 7:30, sign by: 8:30, race: 9.

DOUBLE D-37 TT SCRAMBLES, 395 Cycle Park, Adelando, Cal. By TTMC and Hi-Boots of D-38. Sign: 7 am. Gate: $2, race: $2.25. Silecners. 714/246-6109.

OREGON DESERT 100, Christmas Valley, Oregon. Start: 10 am. Ex: $12, sptsmn: $8 to MRA, Box 1471, Meford, Ore. 97501. 25 mi NW of Hwy 31 at Silver Lake, Approx. 100 mi N of Klamath Falls. Purse: $2,500. Post: $17/$10. 503/779-4466.

AME MOTOCROSS, Arroyo Park, Devore, Cal. 3rd Annual Team Prix. Beg; Jr; Int; Srs; mini; oldsters; PP. Trophies all classes. $8 mail to 13004 S. Washington, Hawthorne, Cal. 90250. Post: $10. 213/675-1922.

MORE BENEFIT SCRAMBLES, Archey Clark Memorial. Lodi Cycle Bowl, D-36. Lodi MC, Stockton MC and Stockton Scramblers. Prizes. Start: noon.

MON., MAY 28

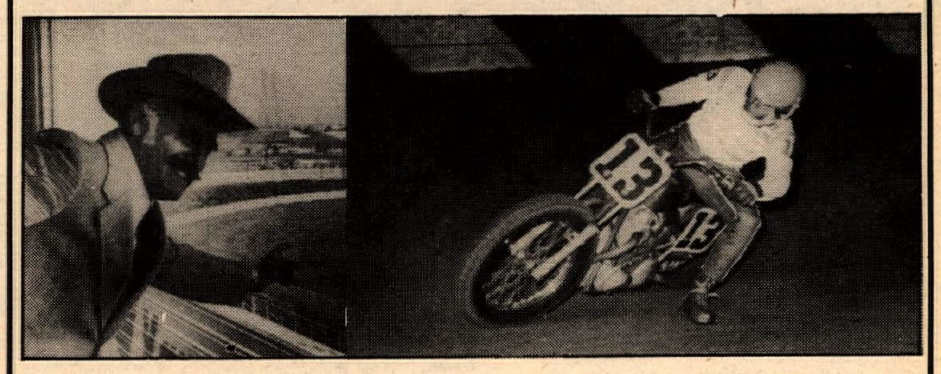
AMC SOUTH MOTOCROSS, Carlsbad Rcwy. Mail $5/10 to Box 81518, San Diego, Cal. 92138. Post: $10. 100% back to Ex. Race: 9 a.m.

MOTOCROSS, Spillway Park, Santa Maria, Cal. Sign by: 8:30, prac: 8:30, race: 9:30. Gate: $1.50, ride: $3.50.

AMA USA 48TH ISDT

J.C. AGAJANIAN'S Ascot PRESENTS

AMA PROFESSIONAL HALF MILE RACING EVERY FRIDAY NIGHT



"Home of the National Numbers."

FIRST RACE 8:30 P.M.
Info.: (213) 321-1610
(213) 323-9710

Pit gate opens:	5:30 P.M.
Spectator Gate:	6:00 P.M.
Practice:	6:30 P.M.
Time Trials:	7:00 P.M.

T.T. Races May 12 – May 28

18300 South Vermont, Gardena, California.

SAVE $1.00 Clip from Cycle News and bring to box office for $1.00 discount on any adult admission at any Ascot Motorcycle event. Expires May 12, 1973.

SPILLWAY CYCLE PARK

AMERICAN MOTO CROSS A.M.E. ENTERPRISES

NORTH verses SOUTH Challenge

April 29, 1973

(Santa Maria, Calif.)

1ST ANNUAL

This A.M.E. sanctioned event is confirmed and scheduled at SPILLWAY CYCLE PARK, just 2½ hours north of Los Angeles. Bring the entire family and enjoy near-by MOTEL living, or FREE OVERNIGHT CAMPING with practice on Saturday morning, and a free Saturday night BAR-B-Q, courtesy of A.M.E. to all MAIL + POST entries. All others $2.00 each. Championship style trophies. A.M.E. Membership required. Sportsman Classes $7.00 mail, $10.00 post. Senior Classes $10 mail, $15.00 post. 100% cash payback to seniors.

Name _____ Riding No. ____ Age ____ Date ____ Phone ____
Address _____ City _____ State _____ Zip _____
Riding Classification _____ Junior ___ Beginner ___ Intermediate ___ Senior ___
Four Stroker Minicycle Old Timer Powder Puff Make of Bike
Engine Size _____ Sponsor, Club, Organization _____

WAIVER, INDEMNIFICATION AND RELEASE OF LIABILITY AND AGREEMENT RELATING TO THE AMERICAN MOTO CROSS ENTERPRISES, INC.

I, THE UNDERSIGNED, do herby for myself, my heirs, executors and assigns, release, remise and forever discharge and agree to indemnify and hold harmless the American Moto Cross Enterprises, Inc. and its Officers, Agents and Employees, of and from any and every claim, demand action or right of action of whatsoever kind of nature and any cost, loss or expense in connection therewith arising from participation in any events sanctioned by the American Moto Cross Enterprises, Inc. of any related facilities, including any claims or demands for injury or death of any persons or any damage to or destruction of any property resulting from or claimed to result from or arise out of any accident or occurrence during or in connection with said events, including specifically such as may arise out of or be claimed to arise out of negligence on the part of said American Moto Cross Enterprises, Inc., its Officers, Agents or Employees.

IF UNDER 18 YEARS OF AGE, NOTARIZED SIGNATURE OF PARENT OR GUARDIAN IS REQUIRED.

I have read the above and all statements are true to the best of my knowledge. Any false statements may lead to my explusion from the American Moto Cross Enterprises, Inc.

Signature of Applicant _____
Signature of Parent or Guardian _____
(If applicant is under 18 years of age)
Place Notary
Signature and
Seal Here (If 14 years of
younger) _____
Witness _____
Witness _____

Mail Entry To:
AMERICAN MOTO CROSS ENTERPRISES, INC.
13004 South Washington
Hawthorne, Calif. 90250
Telephone (213) 675-1922

World Speedways Inc. Presents

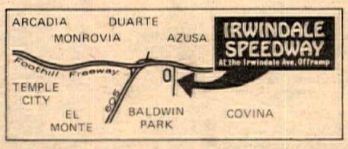
CLASS 'A'

SPEEDWAY RACING

MOTORCYCLES

1973 Season STARTS THURSDAY NIGHT APRIL 26th 8pm

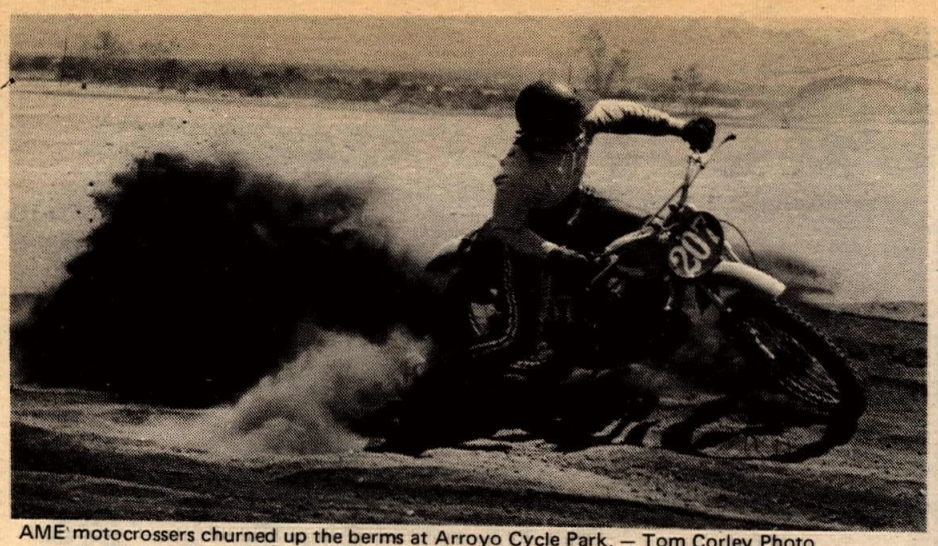
ADULTS $2.75
JR. 12-16 $1.75
CHILDREN 8-12 .75¢
UNDER 8 FREE



23 All-Star Races

FOR INFORMATION CALL
(213) 334-4949
(213) 334-0418

IRWINDALE SPEEDWAY



AME motocrossers churned up the berms at Arroyo Cycle Park. — Tom Corley Photo.

John Rice (DKW) stayed ahead of Eric Jensen (Mnk) in AME motocross action in the 125 Expert class — Tom Corley Photo.

AME MOTOCROSS
Arroyo Park
April 22, 1973
by Tom Corley

100 BEG	
Gary Denton	Yam
Steve ARnold	—
125 BEG	
Glen Gehlke	—
Cliff Hughes	Yam
Darrell Land	—
MINIS	
Mark Lawrence	Yam
Donnie Bean	Yam
125 JR	
John Smoot	Suz
John Alden	—
Tom Devore	Ric
125 INT	
Tony DeLaTorre	CZ
Ken Elhers	—
Bob Seki	—
125 SR	
Barry Porter	Bul
Fred Hoblit	—
John Rice	DKW
250 BEG	
George Davis	Yam
Mike Starsmere	—
Robert Garza	Suz
250 INT	
Steve Bebeck	CZ
Tom Hogue	Hus
Ron Blanton	Bul
250 SR	
Tracy Oswell	CZ
Tony Rogers	CZ
Jason Yodogawa	—
500 SR	
Jerry Beaman	—
Larry Aumuck	Yam
Bob Fish	CZ
250 JR	
Rick Maricle	—
Dana Peters	CZ
Bruce McLeod	—
500 JR	
John Wozniak	—
Paul Knabb	—
Lorenzo Garley	CZ

CMA MOTOCROSS
Sea View Cycle Park
Salton Sea, Calif.
Apr. 14, 1973

MINI DIV I	
Tom Schoney	Hon
Kevin Jackson	Hon
MINI DIV II	
Mike Sanford	Hon
Joe McManus	Hon
Kelly Milligan	Hon
POWDER PUFF	
Markita McDougal	Yam
Linda Graves	Sac
Shirley Garza	Yam
100 DIV I	
Jim Burge Jr.	Yam
Malcolm Lee	Yam
Eddie Boyens	Yam
Kenny Trask	Yam
100 DIV II	
Mike Quintana	Yam
125 DIV I	
Mike Martin	Hod
Gaylor	Suz
125 DIV II	
James Boyens	Hus
Robert Russell	Yam
Bob Clark	Mon
175	
Butch Baker	Yam
Randy Reynolds	Yam
250 DIV I	
Jerry Reynolds	Bul
Jim Davis	CZ
Chuck Wheeler	Kaw
250 DIV II	
Darrel Brown	Mon
Dennis Kinda	Oss
Bruce Coletti	Yam
OPEN	
Graig Dougan	Suz
Dave Ring	Yam
Jim Turner	Hus

MOTOCROSS
De Anza Cycle Park
Sunnymead, Calif.
Apr. 14, 1973

100 BEG	
Al St. George	Yam
125 BEG	
Don Bazemore	Yam
Doug McGowen	Suz
125 JR	
Jim Olson	Yam
175 BEG	
Jim McGowen	Suz
Mike Didio	Bul
175 JR	
Dwayne Vanderby	Yam
Bob Ewert	Yam
250 BEG	
Jeff Fyfe	Suz
Joe Collins	Suz
Mike Fyfe	Gre
OPEN JR	
Ron Chuba	Hus

ISDT QUALIFIER
Fort Hood, Texas
Apr. 2, 1973

100	
Dane Leimbach	2002.0
Bill Uhl	2008.0
Jeff Penton	2092.5
125	
Barry Higgens	2031.5
James Hollander	2098.0
Richard DeGraw	2310.5
200	
Jack Penton	1957.0
Mike Lewis	2190.5
Vernon Street	2211.0
250	
Malcolm Smith	1937.0
Jim Paisek	2105.0
Carl Berggren	2119.5
OPEN	
Ed Schmidt	2072.0
Jim Fogle	2084.0
Ben Bower	2160.5
FACTORY TEAMS	
Husky East (0 penalty pts.)	
Rokon (41 penalty pts, 280 bonus pts.)	
Monark No. 2 (41 peanlty pts., 793 bonus pts.)	
CLUB TEAMS	
Golder Gaters	6
Amhst. Meadowlarks	17
Trail Riders of Houston A (196)	

GOLDRUSH ENDURO
Prospector's M.C.
Ballinger Canyon, Calif.
Apr. 22, 1973
by Ron Schneiders

A HVYWT	
S. Bell	-4
J. Clark	-5
J. Goode	-6
F. Hickman	-6
A LTWT	
K. Lewis, Jr.	-7
M. Munyun	-8
D. Evans	-8
A TRAIL	
B. Johnston	-11
C. Bare	-20
B HVYWT	
A. Wilsey	-8
R. Robinson	-9
T. Carranza	-12
D. Harris	-12
B LTWT	
P. Flanders R.D.	-9
R. Rohem	-10
D. House	-11
B TRAIL	
R. Munyun	-6
R. Wean	-17
M. Shook	-18
TEAM	
Team Honda	-26
Jay Tullis	
T. Furtado	
M. Munyun	

ITALIAN 250 GRAND PRIX
Serramazzoni, Italy
April 15, 1973

Adolf Weil	Mai	W. Ger
Pavel Rulev	KTM	USSR
Hakan Andersson	Yam	Swed
Jim Pomeroy	Bul	USA
Engeny Ribolchenko	CZ	USSR
Harry Everts	Puc	Belg
Gaston Rahier	Suz	Belg
Velti	CZ	CSSR
Schmidt	Mai	W. Ger
Marcel Weirtz	Bul	Belg

Red Dot Paul Flanders took top "B" lightweight position. He says it's all due to his trick handlebar

DESERT WHEELS MOTOCROSS
Edwards AFB
April 14, 1973
by Robert A. Knutson

MINI	
Paul Beaumont	
Joseph Spears	
100	
Ron Gable	
Bill Maxwell	
Ricky Steward	
Tom Smith	
125	
Butch Wade	
Jeff Silva	
Steve Beaumont	
Gary Wade	
250	
Ken Tekut	
Tom Garrett	
Dan Garrett	
Jerry Cox	
OPEN	
Dennis Keefe	
Keith Mertz	
Fred Jacobsen	
Dennis DeGraff	

MINI MOTOCROSS
Helvetia Park, Calif.
April 14, 1973
by Pat Upton

MINI BIKES DIV 1	
Steve Lucero	Yam
Jonathan Haan	Chi
Jimmie Sisemore	Ind
DIV 2 0-60cc	
10 & UNDER	
Mark Shumate	Yam
Phil Bakarich	Yam
Kelly Graham	Yam
Mark Sturgeon	Yam
DIV 3 0-60cc	
12 & OLDER	
Steve Lowater	Yam
Scott Allen	Yam
Roger Boyer	Yam
DIV 4 0-60cc	
11 YEARS	
Randy Jennings	Yam
Mark Bean	Yam
Tom Breault	Yam
Deake Lyndall	Yam
DIV 5 61-80cc	
11 YRS & UNDER	
Rodney Saling	Hon
Jim Cartwright	Ind
Ronnie Kasper	Hon
Marvin Honeycutt	Hon
DIV 6 61-80cc	
12 YRS & OVER	
Tommy Green	Yam
Roy Seiler	Hon
Bruce Baker	Ind
Jeff Stapleton	Ind
DIV 7 81-100cc	
Ronnie Combs	Ste
Scott Henry	Ste
Gary Winters	Kaw
Steve Vickers	Ste
DIV 8 100cc OPEN	
Ken Boswell	Yam
Tim McKinzie	Yam
Bret Stadel	Yam
Jimmy Stassi	Kaw

CRC MOTOCROSS
Indian Dunes
Valencia, Calif.
Apr. 15, 1973
by The Shadow

60 MINI	
Mark Beckner	Yam
Donnie Bean	Yam
Tony Barbacovi	Yam
80 MINI	
Mark Lawrence	Yam
Dan Andre	Hon
POWDER PUFF	
Gayle Dube	Yam
Denise Metevier	Mon
Kelly Bartlett	Yam
100 BEG UNDER 16	
Manny Angulo	Suz
Clayton Raiche	Hon
Ralph Delius	Yam
Jeff Moll	Yam
Larry Wilkerson	Hod
Dan Cianter	Hod
Gregor Brien	Hon
100 BEG	
Dave Raiche	Hon
Jim Sweeney	Yam
Tim Cohee	Yam
125 NOV UNDER 16	
Dan Whitlock	Suz
Pug Ferreira	Pen
John Allum	Pen
125 NOV	
Rodney Davis	Ric
Rick Armstrong	Suz
Jeff Tibbitts	DKW
Kenneth F. Tekut	Suz
Greg Tagge	Yam
Randy Finmark	Yam
Tim Sisson	Bul
100 NOV	
Mark Raiche	Hon
John Jugenheimer	Yam
Larry Ripley	Yam
100 NOV UNDER 16	
Mike Gofner	Kaw
Scott Moreland	Yam
Bill Marion	Yam
125 BEG	
Robbie King	Suz
Jim Patrick	KTM
Martin Sanett	Bul
Warren Roberts	Puc
Bill Herold	Hod
Bob Farcasin	DKW
125 BEG UNDER 16	
Mark Hughes	Yam
Rusty Biggs	Suz
Rob Rollins	Bul
Doug Cogley	Yam
Scott Pittillo	CZ
Tim Lamm	DKW
Kevin Shea	DKW
250 BEG DIV I	
Randy Lindberg	Oss
Brad Nelson	CZ
David Stephens	CZ
Bill Barlow	Hon
Cam Bonner	Hus
Art Dart	CZ
Paul Davidson	Suz
250 BEG UNDER 16	
Tom Ryan	CZ
Bill Fisher	CZ
Mike Sharaeff	Hus
250 BEG DIV II	
Steve Jenkins	Yam
Glenn Gibbons	Yam
Robert Highsmith	Hon
Larry Barker	Hus
Michael Navetta	Oss
J. C. Ray	DKW
Larry Jett	Yam
250 NOV	
Jeffrey Vaughn	Bul
Rodney Davis	CZ
Tom Glum	Bul
Jerry Roth	Mai
Danny Ferreira	CZ
Mark Pittillo	Oss
Lance Hornak	Bul
Brad Anderson	CZ
OPEN NOV	
Paul Knabb	CZ
David Kay	Hus
Terry Abbatoye	Mai
Art Whiting	Hus
OPEN BEG	
James Bell	Hus
Kevin Muraoka	Yam
Dan Clayton	Yam
Tom Glover	Hus
125 INT	
Paul Allum	Pen
John Mellin	Pen
Jeff Snyder	Hus
250 INT	
Jim Gappa	Bul
Gary Doane	Hus
Bob Berry	Yam
OPEN INT	
D. McLeish	Yam
Bruce Carpenter	CZ
Ken Markling	Suz
125 SR	
Gary Hymes	Suz
John Clark	Ric
Bob Van Bramer	Bul
250 SR	
Randy Stubbs	Bul
Dave Haugh	CZ
OPEN SR	
Greg Osborne	CZ
Glenn Hughes	CZ
Mike Plunkett	Yam
VETS	
Art Morin	Bul
Chuck Berry	Yam
Lou Mayers	Mon
Art Meyer	Yam

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
Apr. 13, 1973
by Dale Teubner

MINI	
David Oller	
Russell Eide	
Harian Kistler	
100 JR	
Chuck Hoops	
Dave Rawley	
Geoff Singer	
125 JR DIV I	
Ricky Park	
Bill Noble	
Rick Rolko	
125 JR DIV II	
Phil Enriquez	
Robbie Wood	
Edvardo Garcia	
250 JR DIV I	
Adrian Hernandez	
Gary Cox	
Doug Myers	
250 JR DIV II	
Rob Santry	
David Torbett	
Sam Brown	
500 JR	
Lynn Taylor	
Gary Cox	
Dave McWilliams	
125 INT	
Dave Daum	
Dan Williams	
Ron Wagner	
125 SR	
Bill Henderson	
Dave Carlson	
Chuck Lunde	
Rick Bean	
250 INT	
Tom Hicks	
Bill Sabo	
250 SR	
Bill Henderson	
Greg Byers	
500 SR	
Rex Staten	
Ralph Dominguez	
Rick Valentine	

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
Apr. 14, 1973

MINI	
Jim Ball	
Brian Fountain	
David Huerta	
SUPER MINI	
Bill Taylor	
John Gless	
Mike Bacich	
100 BEG	
Todd Kearns	
John Clement	
Tony Greaves	
125 BEG	
Don Pettingill	
Mike Olsen	
Blake Bunnell	
125 JR	
Gary Duncan	
Barry Nackos	
250 BEG	
Alan McCord	
DeWayne Stark	
Ed Pecis	
250 JR	
Don Bongiorno	
Scott Fitzgerald	
Larry Lutz	
250 INT	
Elbert Turner	
Steve Hazan	
500 JR	
Barry Watkins	
Tom Brunner	
Dana Gavis	

MOTOCROSS
Escape Country
Trabuco Canyon, Calif.
Apr. 15, 1973

OPEN 1st DAY	
David Dunlap	Bul
OPEN BEG	
Bret Vantatenhove	Yam
Bob Dunlay	Che
Ray St. Pierre	Yam
OPEN NOV	
Ray Banfield	Suz
Dudley Moran	Mai
Charles Beck	Mai
Benny DeLaCruz	Yam
Skeeter McMurry	Hus
250 INT	
Jeff Jennings	CZ
OPEN INT	
Pat Mulvihill	CZ
250 1st DAY	
Frank Lewis	CZ
Joe Lindsey	CZ
Mike Laurich	Yam
Tom Duncan	Yam
Steve Steel	Yam
250 BEG	
Pat Casteel	Mai
Mark Brown	Yam
Bill Ashby	Yam
Mike Stephens	Yam
Mike Barbour	CZ
Rick Skillman	Suz
Greg Berg	Suz
250 NOV	
Dan Loros	Yam
Brad Busby	CZ
Doug Coburn	Bul
David Dekoker	CZ
Lexie Holtsclaw	Yam
Richard Duncan	CZ
175 1st DAY	
Mike Delawder	Yam
175 BEG	
Chris Higham	Yam
175 NOV	
Ken Ritchie	Pen
175 INT	
Mark Ritchie	Yam
POWDER PUFF	
Kathy Brockman	Suz
Debbie Delawder	Yam
125 1st DAY	
Robert Anderson	Pen
David Mason	—
Charles Briggs	Yam
125 BEG	
Garth Bennett	Suz
Fred Knapp	CZ
Bob Kapsner	Pen
Steve Baase	Yam
Elias Gomez	Yam
Craig Armstrong	Yam
125 NOV	
Gregg Weston	Yam
Chris Ely	Yam
Tom Hutchinson	Yam
Rich Reveles	Yam
Tim Marimon	Yam
Randy Rosencrans	Suz
Harold Heriford	Suz
125 INT	
Jeff Jennings	DKW
100 1st DAY	
Barry Dee	Hod
Glenn Tucker	Yam
Clyde Winfrey	H-D
Steve Tibbets	Suz
100 BEG	
Mike Freeman	CZ
Mike Johnson	Yam
Terry Fifer	Yam
100 NOV	
Mark Freeman	Yam
Mark Manley	Hod
Mike Warne	Yam
Paul Needles	Hod
John Gilbertson	Hon
MINI 1st DAY	
Tom Hernandez	Hon
MINI BEG	
Scott Case	Hon
Tim Fier	Hon
MINI NOV	
Brian Hillis	Hon
Bob Quintin	Hon
MINI INT	
David Fier	Hon
MINI EX	
Bob Harmer	Hon

MARATHON
Fremont Raceway
April 15, 1973
by Bill Spencer

125cc	
Troy Durham	Pen
Reg Kittrelle	Suz
Chuck & Jim Eastment	Yam
Bob Crabb/Bob Edgren	DKW
Jerry Marshall	Hon
Terry Fish/Mike Greenhill	Ric
Leo Schlumpf	Pen
250cc	
Ron Womack	Hon
Dewey Long	Suz
Roger Selby/Dennis Silva	Ric
John Beckwith/Randy Pattaro	Hon
Jim Willis/Jack Sparrow	Hon
Mario Beviliacqua	Yam
John McConnell/Jeff Giese	Puc
Bob & Jim Woodworth	Oss
OPEN	
Scott Pearson/Joe Leonard, Jr.	Kaw
Al Banta/Danny Tompkins	Hus
John Fraser	Hus
Scott & Mike Mettelman	Hus
Dave Souza/Oscar Lopez	Yam
Scott Davis/Mario Musto	Suz
Bob Scally/Mike Kenyon	Bul

At CMC Irwindale Kelly Bautista, (70J) is the first rider going down. When the tumbling stopped Jeff Ruiz (919) was hit by Steve Day (55N), Ridgway (77F) was down, and Mike Winters (923) ate it too. Nine riders ended up on their wallets, but with no physical injuries.

MOTOCROSS
Escape Country
Trabuco Canyon, Calif.
April 8, 1973
MINI 1st DAY
Skip Stokey Yam
Steve Shelton Hon
MINI BEG
Mike Ebihara Yam
David Gola Yam
MINI NOV
Brian Ellis* Hon
Ken Morgan* Hon
Bob Quintin Hon
Mark Marriott Hon
MINI INTR
MINI EX
Kenny Collins Ind
100 1st DAY
Mike Johnson* Yam
Jason Bunch* Yam
Ricky Hutchinson Yam
POWDER PUFF
Kathy Brockman* Suz
Jude Donahue* Hon
Debbie Delander Yam
Kaye Hanna Yam
100 BEG
Doug Boyd* Yam
Dean Bradley* Yam
Brett Snyder Yam
Bob Garey* Yam
Paul Needles* Hod
100 NOV
Mark Freeman Yam
Ken Morgan Yam
Mike Warne Yam
Marco Baljeu Yam
125 1st DAY
Craig Armstron Yam
Jack Scheurenbrand Suz
Bob Wilkinson DKW
Myron Yoshizawa Suz
125 BEG
Tom Hutchinson Yam
Randy Rosencram Suz
Jerry Hutchinson Yam
Donald Pettingill Yam
125 NOV
Oscar Jackson* Hod
Gregg Harman* DKW
Tim Marimon* Yam
Chris Ely* —
Tom Battey* Bul
Richard Hackey* Suz
Kurtis Breeding Yam
Allen Watts Yam
100 INT
Gary Tamietti Hod
125 INT
Jeff Jennings DKW
125 EX
Jerry Freckleton Hod
Mark Rodman Yam
175 1st DAY
Chris Higham Yam
John Gebhardt Yam
175 BEG
Robert Rodocker Kaw
175 EX
Clay Muslof Yam
250 1st DAY
Eric Johnson* Bul
Paul Skog* Yam
Eddie Froelich OSS
Ron Springer Suz
David Gustafson* Yam
Dan Schleicher* Yam
250 BEG
William Reese Mai
Duane Grymes Hon
Chris Dowell Bul
Kevin Nelson Suz
250 NOV
Richard Duncan CZ
Douglas Coburn Bul
Dan Loros Yam
Russ Wilson CZ
250 INT
MOnte Mahan AJS
Val Tamietti Yam
Alan Cheever CZ
250 EX
Donnie Kalin Suz
Clay Muslof CZ
Richard Malocco* Yam
Dirk Wambold* Suz
OPEN INT
Rick Blom CZ
George Erl* Yam
Larry Kopp* CZ
OPEN EX
Tilson Shumate* Suz
David Boydston* Suz
Kenneth Estep BSA
OPEN 1st DAY
Ed Gleason* Yam
Daryl Plueger* Mai
OPEN BEG
Jim Stenson CZ
Greg Williams Yam
Jim Dekoker Hus
OPEN NOV
David Wilson Yam
Charles Beck Mai
Jay Hollister Mai
*Denotes Ties

MOTOCROSS
AMC
Carlsbad, Calif.
Apr. 15, 1973
100 BEG
Scott Hanssler Hod
Mike Bebcock Suz
Robt. Moreno Hod
100 NOV
Bill Kujawa Yam
Doug Weltmer Yam
Richard Piotaowski Ric
100 JR
Jeff Ward Hon
Mike Lasker Pen
Don Carlson Kaw
125 BEG
Chris Gillespie Bul
John Magarro Bul
Richard Rolko DKW
125 NOV
Bill Glore DKW
Ed Boggs Pen
George Coucoran Bul
125 JR
Don Wickam Suz
Dave Hancock Bul
Scott Crawford Puc
125 INT
David Wholey Bul
250 BEG
Cal Reiten CZ
Steve Lyon Suz
Gilbert Gonzales Mai
175 NOV
Mark Truman Yam
250 NOV
Jerry Diehl CZ
Paul Vogelsang CZ
Mike Patchen Suz
250 JR
Doug Benjamin CZ
OT Cruz CZ
Ron Nicol Bul
250 INT
Jeff Borden Mon
Chris Yoder Yam
Ron Bandy CZ
250 SR
Gary Stokes Mon
OPEN BEG
Steve Miller Suz
Gregory Sexton Mai
Steve Fry Hus
OPEN NOV
John Domoslaig CZ
Steven Coronado Suz
Pete McCormick Hus
OPEN JR
Doug Benjamin CZ
Ray Boal Hus
Jim Beltick Yam
OPEN INT
Richard Mills CZ
Gale Guiteriez Mai
OPEN OLD TIMERS
John Miley CZ

SHORT TRACK & HALF-MILE
Corona, Calif.
Apr. 11, 1973
by Elaine Jones
SHORT TRACK
MINI
Ronnie Hattendorf Hon
Jeff Wright Hon
Mark Scroggins Hon
100 NOV
Doug Westly Kaw
Roy Stafford Kaw
Jeff Wright Hon
125 NOV
Steve Stiemsma Yam
Al Glover Yam
Lou Gimenez Car
100-125 AM/EX
Vince Mead Kaw
Greg Scroggins Kaw
Rick Younger Yam
250 NOV
Rich Warren Bul
Craig Hudson Bul
Todd Bishop Bul
250 AM/EX
Jerry Greer Yam
Dan McWhorter Mon
Hal Cheetwood Bul
OPEN NOV
Lonnie Martin Tri
Jim Creger Hon
Bob Anderson Yam
OPEN EX
Rob MacEwen Yam
Steve Okuda Yam
Rick Marquis Tri
HALF-MILE
100-125 NOV
Richard Shook Kaw
Al Glover Yam
Jon Elinsky —
100-125 AM/EX
Robert Murray Kaw
Steve Okuda Yam
Steve Lyons Suz
250 NOV
John Matherson —
Brian Garcia Yam
Edward Ueckert Yam
250 AM/EX
Jerry Greer Yam
Jim Wright Bul
Debra Reon Yam
Vern Maxwell Bul
OPEN NOV
Derek Katanic Kaw
Lonnie Martin Tri
Jim Creger Hon
OPEN AM/EX
Rob MacEwen Yam
Jim Wright Bul
Steve Okuda Yam

MOTOCROSS
Yuba Sutter M.C.
Sierra Mesa
(Marysville), Calif.
March 25, 1973
by Harry Pelliccione
100 NOV DIV I
Barry Reeg Hon
Troy Plumb Yam
Al Hall Yam
100 NOV DIV II
Mark Womble Hon
Frank Escobar Yam
Charles Sexton Yam
125 NOV DIV I
Larry Rippenkroeger Suz
Denny Minner Pen
Kent Classen Pen
125 NOV DIV II
Mark Schroder Pen
Scott Rogers DKW
Fred Mozingo Pen
125 AM
David Baker DKW
Manfred Hayrend Kaw
C.J. Heinrich Bul
125 EX
Danny Turner Mon
Mark Gibson Pen
250 NOV DIV I
Terry Velasco Hus
Steve Barrett Suz
James Nakamura CZ
250 NOV DIV II
Pat Linn Hus
Dave Turner CZ
Rusty Charnock Kaw
250 AM
Pat Wilson Hon
Danny Mancio Hus
Cloyse Holland Hus
250 EX
Dale Stetler Hon
Buz Presser AJS
Kevin Henery Bul
OPEN NOV
Russell Blair Hus
Louie Smith Bul
Rick Flowers Hus
OPEN AM
Bob Bridges Yam
Edward Satin Yam
C.J. Heinrich Yam
OPEN EX
Buz Presser AJS
Mike Hamel CZ
Keith Germain Yam

TT SCRAMBLES
Corona, Calif.
Apr. 10, 1973
by Elaine Jones
MINI-A
Adam Oller Hon
Ronnie Hattendorf Hon
Vince Ragsdale Hon
MINI-B
David Oller Hon
Ricky Hoffman Hon
Jim Hall Hon
100 NOV
Randy Hamilton Kaw
Rick Naymola Yam
John Erickson Kaw
125 NOV
Kevin Callaway Yam
Mike Tidwell Yam
Ed Burns Yam
125 AM/EX
Steve Fortune Yam
Ricky Naymola Yam
Barry Tolson Hon
250 NOV
Gregg Wilhite Yam
Rich Warren Bul
Rick Pew Yam
250 AM/EX
Dan McWhorter Mon
Rob Morrison Mon
Gary Juola Yam
OPEN NOV
Tim Doland BSA
Lonnie Martin Tri
Steve Gardner Yam
OPEN AM/EX
Steve Okuda Yam
Jim Wright Bul
Dale Smith Yam

MOTOCROSS
AMC South
Carlsbad, Calif.
Apr. 14, 1973
100 BEG
Gary Bezer Yam
Pat Haworth Yam
Jim Odle Yam
125 BEG
Scott Montgomery Suz
Jeff Skeen Pen
Dan Hendricks Mnk
125 NOV
Jon Hale —
Dan Bruce —
Richard Weigele —
250 BEG
Joe Middlebrook —
Robbie Storrs —
Tim Huber —
250 NOV
Kelles Cottrell CZ
Mike Rufenacht CZ
Tom Williams Suz
250 JR
Brad Lord CZ
Delano Hale CZ
Russell Wilson CZ
OPEN BEG
Rick Porter CZ
Earl Nichols CZ
Richard Johnson —
OPEN NOV
Charlie Shun Hus
Don Miguel —
Benny Chien CZ
Next AMC South MX April 21, at Miramar.

MOTOCROSS
Muntz Cycle Park
Apr. 15, 1973
by Art Cox
MINI 60
Pete Hames Yam
Jerry Little Yam
Mike Dolan Yam
MINI 80
David Sarian Hon
Jim Cote Hon
Ken Biera Hon
100 BEG
Jim Goldberg Pen
Billy Todd Hod
Ron Hunnicutt Yam
125 BEG
Mike Pillar DKW
Chris Young Yam
Ronnie Hornaday Ric
125 JR
Everett Angle DKW
Dave Zahrt Bul
Skip Rueter Suz
125 SR
Jim Macdonald Pen
Eddie Cole Pen
Jeff Blix Suz
250 BEG
Gary Silvestri CZ
Michael Morgan Yam
Donn Sarian Ric
250 JR
John Pfeiffer Yam
Tim Sarian Ric
Bill Bledsoe Hon
250 SR
Bill Payne Mai
Ken Zahrt Bul
Rick Mercier Mai
500 JR
John Lewis Mai
Lorenzo Garley CZ
Tom Bentley Mai
500 SR
Bill Payne Mai
Mike Todd Mai
Ken Zahrt Bul
OLD TIMERS
NOV
Di Pietri
Howell
David
AM
Harris
Scodoris
Lynch
EX
Pierce
Lewis
Mortensen

CRC MOTOCROSS
Arroyo Cycle Park
Devore, Calif.
Apr. 14, 1973
by The Shadow
100 BEG UNDER 16
Mike Thompson Yam
Rick Thomas Yam
Vern Brown Yam
100 BEG
Mike Barbata DKW
Doug Couzens Hod
125 BEG
Kenny Morris Mon
Mike Connelly Yam
Keith Reppond Pen
250 BEG
Kenny Jones Hus
Brian Forbes Hus
Richard Miller CZ
OPEN BEG
E. J. Norris Suz
Jim Martin Hus
Roger Plaskey Yam
125 NOV
Mike Kooiman Mon
Mark Forbes Hus
Jeffe Martinez Hod
OPEN
Don Urbaneck Yam
Terry Harris Suz
250-OPEN NOV
David Rowley Hon
David Kampling Bul
Kevin Trent Hon
0-250 SR
Jeff Jennings DKW
Mark Ganberg CZ
Dirk Wambold Yam

H.D.R.A. MOTOCROSS
Deadman's Point, Calif.
April 1, 1973
by Bob Dresslar
POWDER PUFF
*P. Westmoreland Yam
*J. Young Hon
MINI 60cc
*M. Boldt Yam
M. Young Yam
M. Larnkjaer Suz
J. Coauette Yam
MINI 70cc
*M. Kiefer Hon
*B. Woody Hon
*D. Reballo Yam
100 JR
*B. Evans Hon
*R. Morehead Kaw
*M. Arsenault Hod
125 JR
*K. Tekut Suz
*M. Pappas Suz
*S. Fuller DKW
*B. Hines Pen
*T. Porto DKW
250 JR DIV I
*G. Little CZ
*J. Myers Yam
*B. Romano CZ
*B. Boldt Hus
*D. Brune Hon
250 JR DIV II
*M. Biddlingmeier Yam
*F. Neimeyer Suz
*D. Thornberry Yam
*P. Priver Hud
OPEN JR
*D. Ronningen Mai
*M. Allread Mai
*B. Coallette Bul
125 INT
*B. Larson Yam
250 INT
*S. Aageson Hus
250 SR
*G. Bevans Yam
D. Wambold Suz
*Denotes trophy winner and/or prize money.

GOLD BEACH M.C.
Bandon, Ore.
April 1, 1973
100cc BOYS
Jamie Claassen Yam
Marty Gasner Hon
125cc
Wad Stamp Yam
Mort Robbins Hon
Dan Gilmore Yam
John Engleman Suz
250cc
Steve Friedrich Yam
Wayne Moore OSS
John Logan Yam
Jan Curran Suz
OPEN
Justin Potter Mai
Zip Fendrich Hon
Claus Hohman Yam
Randy Buckingham Suz

CMC MOTOCROSS
Irwindale Raceway
Irwindale, Calif.
Apr. 20, 1973
by John Bethea
MINI
Lance Moorewood Ind
Terry Woolwine Ind
Bob Toliver Hon
100 JR
Chris Schuck Hod
David Taylor Yam
Steve Shook Hod
125 EX
Ray Lopez Pen
Ken Zahrt Bul
Jim MacDonald Pen
Mark Tyer Pen
Rick Reinig Mon
125 INT
Klaus Landsberg Pen
Greg Hogan Pen
Val Tamietti DKW
125 JR
Pug Ferreira Pen
Conrad Weber CZ
Bruce Waters Yam
250 EX
Ken Zahrt Bul
Joe Johnston Hus
Dave Pessy Oss
Tim Lunde Hon
Bob Haag Hus
250 INT
Bill Pincott Mon
John Stasiefski Mai
Val Tamietti Yam
250 JR
Jeff Ruiz Ric
Mike Winters CZ
Mike Hogan Yam
500 EX
Ken Zahrt Bul
Luke Messer Mai
Bill Rubly CZ
Rick Burgett CZ
Tom Simpson Mai
500 INT
Dennis Clark CZ
David Vail Hus
John Dragueska Mai
500 JR
Dan Barnes CZ
Tim Hamner Yam
John Lewis Mai

CMC MOTOCROSS
Indian Dunes Park
Valencia, Calif.
Apr. 22, 1973
by John Bethea/
Creative Images
100 JR
Mike Lewis Kaw
Tom Davey Yam
Howard Miller Ric
125 EX
Rick Reinig Mnk
Gary Huber Bul
Jack Keese Bul
Tom Croft Hod
Bill Keese Bul
125 INT
Jeff Powell Mnk
Jim Domann Mnk
Klaus Landsberg Pen
125 JR
Pug Ferreira Pen
Bryan Slagle Pen
Dave Krikac Bul
250 EX
Mark Anderson Suz
Randy Myers Bul
Bob Haag Hus
Marty Moates CZ
Mike Yorba Bul
250 INT
Drew Nelson Yam
John Stasiefski Mai
Brad Lynch CZ
250 JR
Tom Burgess Yam
Phil Taylor Hon
Jeff Deal Bul
500 EX
Wayne Boyer CZ
Jon Miller Mai
Sherman Andrews Mai
Bruce Torbett Hus
Bill Gray Yam
500 INT
Rick Varvel Gre
Dave Charette Mai
Steve Shipkey CZ
500 JR
Dan Barnes CZ
Bob Cheever Yam
Dave Hall Mai

TROJAN SPEEDWAY
South Gate, Calif.
April 3, 1973
by Donna Zimmerman
PEE WEE
Tracy Smith Ind
Kurt Hendrickson Ind
1-3 HP MINI-BIKE
Ricky Smittle Tar
Randy Bennett Tar
4-6 HP MINI-BIKE
Bobby Tocco Tar
9-11 JR DIV B
Rex Smith Ind
Steve Zimmerman Yam
9-11 JR DIV A
Shon Andersen Hon
Joe Tucci Hon
12-15 SR
Todd Peterson Ind
Renee Payen* Hon
Ricky Simmons* Hon
* Denotes tie
FLAT TRACK JR
Rex Smith Ind
Steve Zimmerman Yam
FLAT TRACK SR
Renee Payen Hon

TROJAN SPEEDWAY
South Gate, Calif.
Mar. 27. 1973
by Donna Zimmerman
1-3 HP MINI-BIKE
Ricky Smittle Tar
Steve Zimmerman Tar
Tracy Smith Ind
9-11 JR DIV B
Scott Webb Ind
Glen Licon Ind
Ken Stephenseon Yam
9-11 JR DIV A
Pat Richmond Hon
Jimmy Simmons Hon
Shon Andersen Hon
12 YRS
No. 45 —
Ricky Simmons —
13 AND UP
Renee Payen Hon
Todd Peterson Ind

MINIS
Trojan Speedway
South Gate, Calif.
April 11, 1973
by Donna Zimmerman
PEE WEE
Rudy Dickinson Ind
Dawn Andersen Ind
1-3 HP MINI-BIKE
Steve Zimmerman Tar
Randy Bennett Tar
Carl Glenner Ind
4-6 HP MINI-BIKE
Bobby Tocco Tar
9-11 JR DIV B
Steve Zimmerman Yam
Scott Webb Ind
Glen Licon Ind
9-11 JR DIV A
Joey Hamilton Hon
Joey Tucci Hon
Jimmy Simmons Hon
12-15 SR
Renee Payen Hon
Bill Jewett Hon
Mike Bruno Yam

MOTOCROSS
Plymouth, Calif.
Apr. 15, 1973
by Ed Bailey
100 NOV
Mike Marshall Hon
Jim Watson Yam
Doug Jackson Hod
125 NOV DIV I
Rick Gautire Ric
John Minor Suz
Brian Veer Pen
125 DIV II
Eric Watson Bul
Allen Clover Car
Wayne Johnson DKW
250 NOV DIV I
Dave Turner CZ
Dan Reed Yam
Gene Taylor Bul
250 DIV II
Joe Elkins Bul
Guy Pronouost Hus
Frank Fernandez Hon
OPEN NOV DIV I
Steve Koister Hus
Van Lawrence Hus
Mike Hart CZ

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RESULTS

Anglo-American Match to British

from Art Friedman

TARPORLEY, ENGLAND, Apr. 23, 1973 – The British team was victorious as the John Player TransAtlantic Match Series ended here today with a score of 416 to 398.

The first race at Brands Hatch was won by Dave Potter (Nor) after a fierce dice for the lead between Cal Rayborn (H-D) and Peter Williams (Nor) ended when they both crashes.

The second race, also at Brands Hatch, was won by Rayborn after a heated and very close race with Paul Smart (Suz) and Williams, who finished second and third respectively.

Williams was the winner of the third race at Mallory Park over Gary Nixon. Yvon DuHamel won the second Mallory Park contest with Williams second.

Then Williams came to Oulton Park today and won both races here. He tied for first place in the series on individual points with a very consistent Yvon DuHamel at 84 points each.

Complete photos and story next week.

ROAD RACING WORLD CHAMPIONSHIP
French Grand Prix
Paul Ricard, France
April 22, 1973
500 GP
Jarno Saarinen (Yam won after Giacomo Agostini (MV)crashed
350 GP
Giacomo Agostini MX
250 GP
Jarno Saarinen Yam
125 GP
Kent Henderson —

MOTOCROSS
Arroyo Cycle Park
Devore, Calif.
Apr. 15, 1973
by John Hesson
100
Gary Scheidler
Mark Miller
Chuck Warren
125
Brian Renshaw
Clair Moors
Frank Wilson
250
Mick Clifton
Clay Nettleton
OPEN
Mark Rosendahl
Fred Nelson

MOTOCROSS
Superfun
Saddleback, Park
Orange, Calif.
Apr. 21, 1973
125 EX
Tom Cook Bul
250 EX
Richard Mullum Mai
Gary Stokes Mon
OPEN EX
Dennis Chandler CZ
Craig Adams Yam
Dennis Hazhett Yam
OPEN BEG
Don L'allier Hus
Clyde Wason Suz
Mike Jenkins Hus
OPEN JR
Bob Gundry CZ
Ron Blackwood Hus
OPEN INT
Guy Erickson Mai
Frank McNabb Hus
Bob Dunsire CZ
OPEN NOV
Bob Widmara Mai
250 BEG
Rick Pitts CZ
Greg Davlin Bul
Walter Snyder Mai
250 JR
Charles Richardson Yam
Rick Janavick CZ
Mike Nagner CZ
250 NOV
Joe Montoga CZ
250 JR
Dale Preston Yam
Joe Gonzales Suz
Darren Keen Suz
250 INT
Don Euder Mai
Kevin Roth CZ
MINI
Jeff Henneke Hon
Mark Finney Hon
100 BEG
Gary Prieger Hod
Frank Kapsner Hod
Joel Cook Bul
100 JR
Mike Lasker Pen
Lennie Garten Suz
100 BEG
Mark Harrington Yam
Art Bradford DKW
Dean Colley Gar
125 NOV
Mike Mollema Bul
125 JR
Robb Orr DKW
Jay Arnett Pen
Jamies Morris Yam

FIM FORMULA 750 ROAD RACE
Shell 200 Miglias Di Imola
Autodromo Dino Ferrari
Imola, Italy
April 15, 1973
SOLO CLASS

Name	Country	Bike	Finishes
Jarno Saarinen	Fin	Yam	1-1
Bruno Spaggiari	Ita	Duc	2-3
Walter Villa	Ita	Kaw	5-2
Teuvo Lansivuori	Fin	Yam	6-4
Kel Carruthers	Aus	Yam	3-5
Jack Findlay	Aus	Suz	7-10
Werner Pfirter	Swi	Yam	8-8
R. Chandler		Tri	10-11
Mick Chatterton	Eng	Yam	
Galeazzo Pederneschi	Ita	Yam	18-14
Dave Potter	Eng	Nor	
Art Baumann	USA	Kaw	
Stan Woops	Eng	Suz	
Helmut Dahne	Ger	BMW	
Claudio Loigo	Ita	Duc	
Christian Bourgeois	Fra	Yam	
Bob Heath	Eng	Yam	
David Nixon	Eng	Tri	
Tony Jefferies	Eng	Tri	
Siegried Gutner	Ger	Yam	
SIDECARS			
		Bike	
Klaus Enders Engelhart	W. Ger	BMW	
Michael Boddice Dave Loach	Gr. Bri.	Kaw	
Jeff Gawley Peter Sales	Gr. Bri.	Koe	
Egon Schons Carol Lauterbach	W. Ger	BMW	
Gerhard Muller Gerd Hoffmann	W. Ger	BMW	
Hermann Binding Helmut Flech	W. Ger	BMW	
Rolf Steinhausen Karl Scheurer	W. Ger	Kon	
Richard Wegner Rolf Kabbe	W. Ger	BMW	
Fritz Hanzi Marcel Clerc	Swi	BMW	
Rudi Kurth Dane Rowe	Swi	Mnk	
Wolfgang Klenk Roland Weil	W. Ger	BMW	
Luigi Passamonti Orlando Costantini	Ita	M.V.	
Giangiuliani Riccardi	Ita	X	
Benito Cevoli Angelo Leone	Ita	BMW	

INTERNATIONAL MOTOCROSS
French 125 Grand Prix
Group "B"
April 15, 1973

Malherbe	Suz	Belg
Boven	Mon	Belg
Mingels	Bul	Belg
Corradi	Anc	Ital
Guerin	Bul	Fran
Combes	Mon	Fran
Kobele	Mai	W. Ger
Agostini	Ast	Ital
Schwartz	Hus	W. Ger
Franco	Hus	Ital

After two rounds in the 125 class, Suzuki held the Manufacturer's Points lead with Montesa, second.

MOTOCROSS
Muntz Cycle Park
Moorpark, Calif.
Apr. 22, 1973
by Art Cox
MINI 60
Jerry Little Yam
Mike Dolan Yam
Ted Hunnicutt Yam
MINI 80
Brian Alexander Yam
Ken Dieira Yam
David Ewing Yam
125 JR
Everet Angle DKW
Mark Crocter Mon
George Shafer DKW
125 EX
Ray Lopez Pen
Eddie Cole Pen
Larry Watkins Ric
250 JR
Tim Sarian Ric
Dan Hirtle Bul
Bill Bledsoe Hon
250 EX
Greg Robertson CZ
Tom Rapp Bul
Ken Zahrt Bul
OPEN JR
Keith Rider Mai
Dale Tittlemyer CZ
J. B. Wise Hus
OPEN EX
Bill Payne Mai
John DeSoto CZ
Tim Hart Yam
John Hateley Mai
Jim Snow Mai

CMA MOTOCROSS
Salt Lake City, Utah
Apr. 8, 1973
by Shirley Knop
100 EX
David Crandall Pen
Craig Snow Pen
Todd Harrison Yam
125 EX
Rick Plumb Mon
Rod Reynolds Mon
Peter Crandall Pen
200 EX
Tony Jacobs Pen
Kevin Croft Suz
Mike Watters Pen
250 EX
Robert Plumb Mai
Phil McDonald Hus
[illegible]
Steve Burgess Yam
OPEN EX
Robert Brown Mai
Tom Dickerson Mai
Calvin Crosby Hus
100 AM
Jim East Hon
Jim Moore Hod
125 AM
Ron Anderson Pen
Dan Preece Yam
200 AM
Todd McNeil Puc
Dan Lawton Pen
250 AM DIV I
Gary Neff Kaw
Randy Montgomery CZ
250 AM DIV II
Dennis McKendrick Bul
Steve Jenkins Yam
OPEN AM
Larry Littleford Mai
Rick Lewis Kaw
MINI DIV I
Todd Burrows Ste
Glen Spencer Yam
MINI DIV II
Trent Petersen Yam
Rickey Bryant Yam
100 NOV DIV I
Art Wynhof Hod
100 NOV DIV II
Greg Madsen Yam
125 NOV DIV I
Doug Behrens Suz
125 NOV DIV II
Joe Phillips Suz
200 NOV
Craig Smith Pen
250 NOV DIV I
Randy Ferre Yam
250 NOV DIV II
Ken Waudby Suz
OPEN NOV DIV I
Michael Lyon Mai
OPEN NOV DIV II
D. R. Thomas Yam

ACA ROAD RACING
Carlsbad, Calif.
April 22, 1973
by Dennis Greene
JR GP CLASSES
100cc
Willie Smith Kaw
Geo. Kapynec Suz
John Holland Kaw
125cc
Pedro Gallanocci Hon
Jim Lester Yam
175cc
Tom Sullwold Hon
350cc
Richard Williamson Yam
Michael Femister Yam
Richard Barron Kaw
Robt. Mosier Kaw
Jim Dickinson Hon
250cc
Waldemar Karpynec Yam
Dennis Jones Oss
James McWorthy Suz
OPEN
Lee Fleming Hon
Greg Chavez Nor
PROD CLASSES
50cc
Bob Young Yam
100cc
Paul Wilde Yam
Dennis Ruminer Hon
125cc
Jim Lester Yam
Gary Massrey Yam
175cc
Tom Sullwold Hon
250cc
Dennis Jones Oss
Waldemar Karpynec Suz
Bill Bartels Hon
Harry Klinzmann Kaw
Scot Petschek Suz
350cc
Mike Clarke Yam
Scot Clough Yam
Richard Barron Kaw
Michael Femister Yam
Robt. Musier Kaw
Larry Guevara Yam
Jim Lester Yam
SR GP CLASSES
100cc
Terry Stannart Kaw
Dennis Ruminer Kaw
125cc
Colin Jones Yam
250cc
Tom Milligan Yam
350cc
Mike Clarke Yam
OPEN
Bob Endicott Hon
500cc PROD
Leonard Gilliland Kaw
OPEN PROD
Lee Fleming Hon
Greg Chavez Nor

OBSERVED TRIALS
Stump Jumper II
Patterson, Calif.
Apr. 15, 1973
EX CLASS
Steve Darrow Mon
Bill Davey
Paul Willett
AM CLASS
Wayne Condit
Whitey Webb
Bill Flewelling
NOV CLASS (A)
John Miles
Jim McIntosh
Mike Anderson
Dick Trott
NOV CLASS (B)
Argune McKenzie
John O'Toole
Richard Cooper
LADIES CLASS
Debbie McIntosh

TRIALS
Dunlap, Calif.
Mar. 18, 1973
by Michael Scholtes
AM
*Jean Fradette
Whitey Webb
Larry Melton (4 cl.)
Bill Flewelling (0 cl.)
Darwin Smith
NOV
*Marvin Woolard
*Ron Cash
*Garry Bergman
*Jim McIntosh
*Kip Webb
NOV B
*David Keesling
*Joe Comer
*Bob Thomas
KIDS
*Fred Bear
*Darla Smith (6 cl.)
Jim Robinson Jr. (5 cl.)
Kory Webb

MOTOCROSS
Deschutes Cycle Park
Bend, Ore.
Apr. 15, 1973
by Jan Newman
MINI
Ron O'Halloran Hon
Barrie Durfee Hon
Mike Howard Hon
100 JR
Kim Widmer Yam
Eldon Boaz Yam
Scott Nickeson Yam
Mark Johnson Yam
125 JR
Kent Goar Suz
Rod Ewan Suz
Robert Heitzman Suz
Roy Salmon Yam
Phil Lassen Yam
Ken McCormick Suz
125 INT
Jeff Scoville Bul
Chet Davis Bul
Ken Wheaton Hod
250 INT
David Ellett Hon
Steve Borg Yam
Randy Patterson Mai
250 JR
Steve Johnston CZ
Dan Chandler Hon
Kevin Nofziger CZ
Steve Steckmyer Yam
Jeff Williams Hon
Richard Bozarth Mai
OPEN JR
Tim Johnson Hus
Steve Steckmyer Yam
Jim Windsor CZ
Jeff Gainer CZ
Jim Newman Kaw
OPEN INT
David Ellett Hon
Mike Tarbet Yam
Larry Ulrich Hus
OPEN EX
Randy Limbeck Mai
Barney Newman Mon
Steve Stotesbury Yam

MOTOCROSS
AMC South
Miramar, Calif.
Apr. 21, 1973
100 BEG
Gary Bezer Yam
David Alonzo Yam
Warren Trumbo Hod
125 BEG
Jeff Skeen Pen
Tom Settle Yam
Terry Turner Suz
125 NOV
Scott Montgomery —
Jon Hale Suz
Randy Batsell Jon
250 BEG DIV I
Tom Tomlinson Suz
Tim Huber CZ
Greg White Bul
250 BEG DIV II
Joe Middlebrooks Yam
Harry Dorman Kaw
Jack Hammonds Yam
250 NOV
Mike Rufenacht CZ
Kelles Cottrell Jaw
Robert Vengel Suz
250 JR
Craig Breihan CZ
Russell Wilson CZ
Brad Lord CZ
OPEN BEG
Earl Nichols CZ
Rick Porter CZ
Marshall Zacavich Yam
OPEN NOV
Charlie Shunk Hus
Benny Chien CZ
OPEN EX
Jeff Mathews AJS
250 EX
Chuck Rouse CZ
125 EX
Mike Stephenson CZ

ASCOT T.T.
Gardena, Calif.
April 22, 1973
EX FINAL
John Hateley Tri
Gary Scott Tri
Eddie Mulder Tri
Tom White Tri
Tom Rockwood Tri
Terry Dorsch Tri
Paul Bostrom Tri
Tom Hrton Tri
Rick Newby Tri
Ron Powell Tri
Eddie Wirth Yam
Randy Scott Tri
JR FINAL
Rick Hocking Yam
Dan White H-D
Ivan Shigemasa Tri
Rob Morrison Mai
Tom Clark Tri
Jim Brooks BSA
John Caldwell H-D
Stu Posey Tri
John Sperry Suz
Gary Tonda Yam
John Gennai Tri
Art Fredenburgh Tri
TROPHY DASH
Gary Scott Tri
John Hateley Tri
Randy Scott Tri
Eddie Mulder Tri
NOV FINAL
Gary Bevans Bul
Bob Hosford Hon
Bill Oliver Bul
Jerry Kole Yam
Dick Kraft Yam
Kirby Shropshire Suz
Bruce Baseman Bul
Bryan Long Bul
Bud Smith Yam
Tandy Adams Yam
John Allison Kaw
Bruce Hanlon Yam

MOTOCROSS
Saddleback Park
Orange, Calif.
April 22, 1973
MINI
Chris Grant Hon
100 BEG
Robert Moreno Hod
Scott Douglas Yam
Gerry Forster Yam
100 NOV
Bill Kujawa Yam
Scott Hanssler Hod
Mark Detter Yam
100 JR
Don Carlson Kaw
Brian Myerscough Hon
Mike Lasker Pen
100 INT
Jeff Ward Hon
125 BEG
David Bergman Puc
Jonas Gaaf Hus
Mark Abrahams Suz
125 NOV
Mark Brown Suz
Bill Glore DKW
Chris Gillespie Bul
125 JR
Robert Williams Bul
Don Carlson Dal
Don Wickham Suz
125 INT
David Wholey Pen
Kirk Willis Hus
125 EX
Richard Castner Hod
175 NOV
Mark Turman Yam
250 BEG
Cal Reiten CZ
Tony Olizas CZ
Steve Lyon Suz
250 NOV
Jerry Diehl CZ
Paul Vogelsang CZ
Mike Johnson Yam
250 JR
Smiley Cain Mai
Ron Nicol Bul
Jean Rodgers Yam
250 INT
Ron Bandy CZ
Doug Benjamin CZ
Chris Yoder Yam
250 EX
Richard Gastner Bul
Gary Stokes Mon
OPEN BEG
John Fry Yam
Steve Fry Hus
Robert Francis Hus
OPEN NOV
Robert Whitaker Mai
Steven Coronado Suz
Steve Miller Suz
OPEN JR
Ray Boal Hus
Milton Muller CZ
John Domoslai CZ
OPEN INT
Richard Mills CZ
OLD TIMERS
John Miley CZ
Rudy Senczyszyr Yam

CMRE PRO TT
South Bay Speedway
Apr. 15, 1973
by Tom Blattler
125 AM TT
HEAT 1
Brent Knauer Yam
Mark Matzinger Yam
Geoff Dawson Suz
HEAT 2
Al Glover Yam
Richie Volk Yam
Flody Petton Yam
MAIN
Al Glover Yam
Jim Crowley Yam
Richie Volk Yam
250 AM TT
HEAT 1
Bob Gregor Yam
Al Glover Yam
Tony Everhart Bul
HEAT 2
Jim Allison Yam
Travis Petton Yam
Joe Schenck Bul
MAIN
Travis Petton Yam
Roger Brass Bul
Al Glover Yam
360 PRO TT
HEAT 1
John Allison Kaw
Bob Anson Kaw
David Harris Oss
HEAT 2
Rob Morrison Bul
Don Frauenberger Bul
Marc Barbani Yam
SEMI
Billy mcElyea Yam
Earl Roloff Yam
Jim Steinbach Yam
MAIN
John Allison Yam
Rob Morrison Bul
Billy McElyea Yam
OPEN PRO TT
HEAT 1
Ward Ring Tri
Marc Barbani Yam
Jan Mitchell Yam
HEAT 2
Walt Foster Yam
Billy McElyea Yam
Rob Morrison Tri
MAIN
Walt Foster Yam
Earl Roloff Yam
Billy McElyea Yam
SWEEPSTAKES
Billy McElyea Yam
Rob Morrison Bul
Jim Steinbach Yam

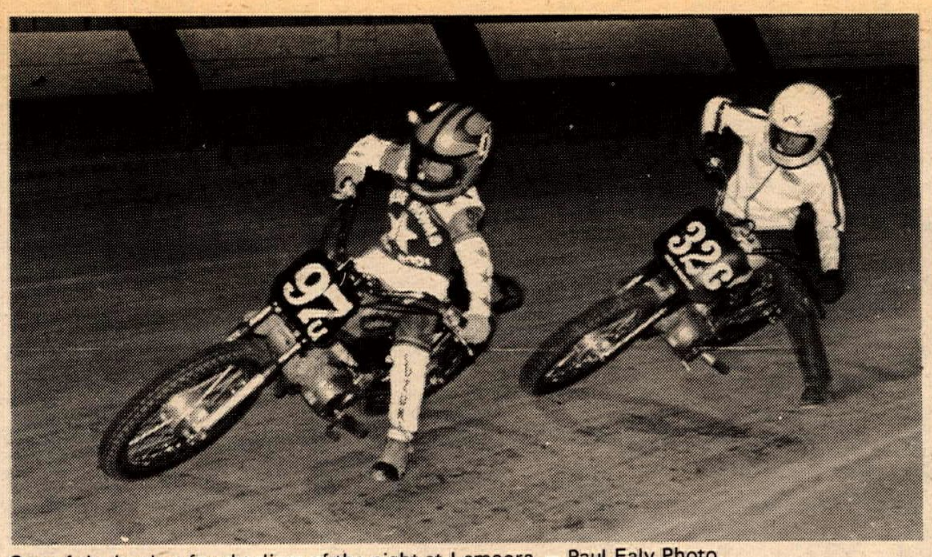
ASCOT HAL-MILE
Gardena, Calif.
April 13, 1973
EX FINAL
Gary Scott Tri
Dave Aldana Nor
Gene Romero Tri
Tom Norton Tri
Ron Moore Nor
Tom White Tri
Terry Dorsch Tri
Dewayne Keeter H-D
John Hateley Tri
Denny Kanegae Nor
TROPHY DASH
Gary Scott Tri
Dave Aldana Nor
John Hateley Tri
Denny Kanegae Nor
JR FINAL
John Gennai Tri
Danny Hockie BSA
Rob Morrison Nor
Rex Barratt Tri
Dan White H-D
Matt Falconer Tri
Ivan Shigemasa Tri
Devon Sowell Tri
NOV FINAL
Tomy Berry Yam
Jeff Davidson Bul
Nick Nazzisi Yam
John Allison Kaw
Bob Hosford Hon
Rick Milner Bul
Jack Langston Yam
Randy Miller Yam
Pat Klien Yam
Alex Jorgensen Kaw

HALF-MILE
Ascot Park
Gardena, Calif.
April 20, 1973
EX FINAL
Gary Scott Tri
Randy Scott Tri
Gene Romero Tri
Tom White Tri
Lloyd Houchins Tri
Terry Dorsch Tri
Dewayne Keeter H-D
Eddie Wirth Yam
Ron Moore Nor
TROPHY DASH
Gary Scott Tri
Tom Rockwood Tri
Gene Romero Tri
Randy Scott Tri
JR FINAL
John Gennai Tri
Rick Hocking Yam
John Schoonover Tri
Matt Falconer Tri
Rex Barratt Tri
John Sperry Suz
Scott Erickson Yam
Tom Clark Tri
NOV FINAL
Gary Bevans Bul
Tom Berry Yam
Marc Barbani Kaw
Jack Langston Yam
Dennis Briggs Kaw
Chuck Soderstrom Yam
Pat Klein Yam
Bob Hosford Hon
Bruce Hanlon Yam
Nick Nazzisi Kaw

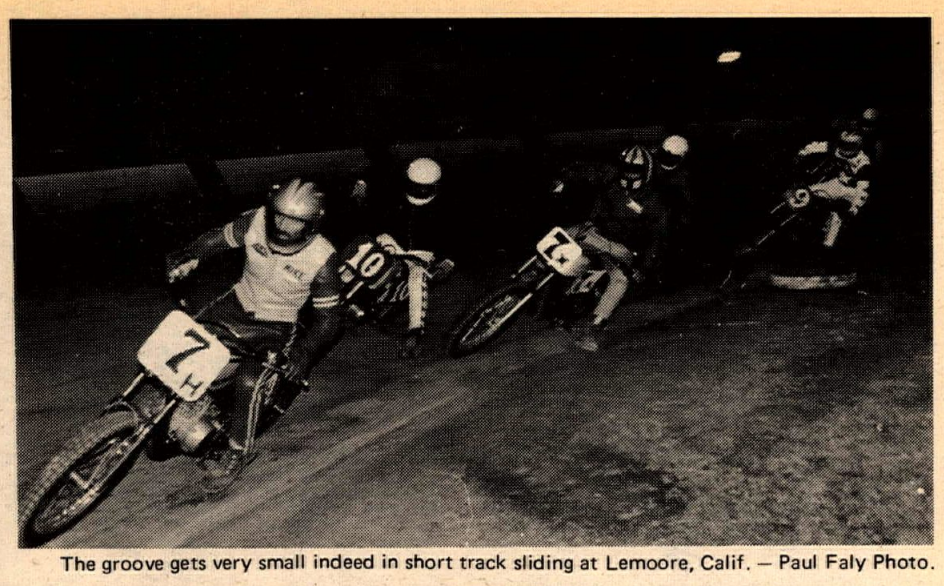
MOTOCROSS
Lake Dolores, Calif.
Apr. 14, 1973
MINI
D. Ewing
S. Rinker
R. Rinker
100
R. Lanier
S. Stalnaker
G. Forte
125-175
H. Wieck
T. Welker
M. Welker
250 NOV
N. Byers
L. Richardson
J. O'Brien
250 AM/EX
F. Greigo
C. Tarvin
M. Flanagan
OPEN NOV/AM/EX
B. Fisk
T. Holkis
F. Fitzgarald
G. Ewing

FALLEN TIMBERS
National Enduro
Toledo, Ohio
Apr. 15, 1973
HIGH POINT
Arthur Blough
"A" CHAMP
Bill Kain
"B" Champ
Tom Kelly
125 A
Dick Burleson
Bill Uhl
Fred Duvall
Lenny Keen
Dick McKinny
200 A
Ken Scharphorn
Tom Prater
Ed Tingley, Jr.
Tom Davis
Bob Capistrant
250 A
Larry Hull
Richard Gomer
Frank Piasecki, Jr.
Bill Harris
John Fisher
OPEN A
Norm Ford
Ed Schmidt
Dr. John Clark
Robert Hartman
George Gordon
SENIOR
Leonard Keen
Morrell Bailey
George Bliss
100 B
G. Harold Hall
Carl Stewart
Daniel Benson
Michael Bower
Frank Abney
Gary Snyder
125 B
Herbert Marcus
Jeff Seymour
Al Henslee
Robert Stewart
200 B
William Van Lanen
Wade Lightheart
Terry Shark
Theodore Britsol
Dave Winston
Ronald Lamastus
250 B
Craig Bee Benney
Gerald Sergeant
Alvin Mozden
Steve Liggett
James Skrine
Byron Stuck
Peter Walch
Dana Delp
Joe Balogh
OPEN B
Vern Randall
Robert Kaufman
Ron Fellows
Edward Schmidt
Ronald Lamastus

N.M.A. MINIS
Indian Dunes
Valencia, Calif.
Apr. 15, 1973
EX PEE WEE
M. Mulligan
NOV PEE WEE
R. Dickinson
D. Vaugh
1-3HP 6-8 YRS
R. Eversole
1-3HP 9-11 YRS
A. Ronska
1-3HP 12 & OVER
B. Tocco
4-6HP 12 & OVER
B. Jones
0-81cc STOCK
NOV 9-11 YRS
M. Nance
R. Wageman
0-61cc STOCK
NOV 6-8 YRS
M. Mulligan
0-81cc STOCK
NOV 9-11 YRS
M. Marshall
S. Moran
T. Lowry
0-61cc STOCK
NOV 9-11 YRS
G. Taylor
0-61cc STOCK
NOV 12 & OVER
R. Roberts
0-81cc STOCK
EX 12 & OVER
L. Moorewood
0-81cc STOCK
NOV 12 & OVER
J. Caper
D. Deleon
0-81cc STOCK
NOV 12 & OVER
G. Summey
E. Antellion
0-61cc MOD
EX 9-11 YRS
J. Tarantino
0-61cc MOD
NOV 9-11 YRS
J. C. Lopez
T. Lopez
0-81cc MOD
EX 9-11 YRS
J. Holley
T. Hopkins
0-81cc MOD
9-11 YRS NOV
M. Whiting
T. Lowry
M. Marshall
0-61cc MOD
EX 12 & OVER
F. Tarantino
0-61cc MOD
NOV 12 & OVER
S. McDonald
Casey McCrystal
0-81cc MOD
NOV 12 & OVER
G. Summey
D. VanTassel
C. McCrystal
0-81cc MOD
EX 12 & OVER
M. Brown
J. Shore
0-81CC MOD
NOV 12 & OVER
B. Toliver
B. Wageman
OPEN 0-110cc
B. Franks
D. Bush
OPEN 0-110cc
B. Kline
J. Shore



One of the hardest-fought dices of the night at Lemoore. — Paul Faly Photo.



The groove gets very small indeed in short track sliding at Lemoore, Calif. — Paul Faly Photo.

HARE SCRAMBLES
Desert Barons M.C.
Stoddard Valley, Calif.
Apr. 21, 1973
by Alice Rhea

OVERALL	
Tom Brooks	DKW
Mitch Mayes	Hus
A.C. Bakken	Hus
George Walker	Kaw
Cordis Brooks	DKW
Jerome Ruzicka	Yam
Steve Kirk	Yam
Bruce Lewellyn	Yam
Ray Alexander	CZ
AM	
Jim LaBrose	Bul
Dave Klohr	Hus
Chris Murdock	Bul
Benny Padilla	Yam
Ben Maze	Yam
Dave Davidson	Yam
Don Drewitz	Hus
TRAIL NOV	
Mike Leckich	Hod
Bill Binyon	Hod
Roland Rodman	Hod
Rick Morrow	Hod
Louis Darling	Yam
DIV II LTWT	
Tom Brooks	DKW
Scott Haislip	Yam
Dan Johnson	DKW
TRAIL EX	
Cordis Brooks	DKW
Chuck Cartledge	Hod
Dennie Scammell	Hod
Mike Johnston	Yam
DIV II LITE AM	
Steve Cox	Puc
Scott Walker	Mnk
Nick Jacovelli	DKW
TRAIL AM	
Mark Miller	Baj
Lee Caldwell	Bul
NOV	
Mike Powers	Mon
Jeoff Burgess	Mnk
Darrell Primrose	Yam
T.L. Guenberg	Yam
Jean Ramsay	Mnk
Robert Williams	Hus
Mark Stormes	Suz
Bill Becker	Yam
Larry Jordan	Hus
Jim Stewart	Yam
Bob Byrd	B&S
Mike McElfresh	Hus
1st GIRL	
Sharon Rosenauer	Ric

POINT STANDINGS
HVYWT. SCRAMBLES
As of Apr. 18, 1973
by Diane Connolly

Kirk Redding	440
John Sprague	376
Paul Lambert	336
Bill Klaeks	290
Vic Hannon	200
Rick Marquis	198
John Calicchio	197
Bruce Foley	186
John Sperry	175
Tommy Jarnagan	157
Buck Rich	147
Dennis Junker	139
Wes McGee	132
Al Wighton	126
Pat Lynch	119
Don Waffle	111
Brian Tolson	103
Jim Hendry	101
Doug Mason	92
Jack McCafferty	90
Bill Barning	90
David Wilson	77
Vincent Graves	75
Brian Hobart	75
Derek Katanic	73
Willie Hockie, Jr.	70
John Sandona	70
Gary Kauffeld	68
Larry Walling	67
Dean Mackelprang	65
Rick Milner	65
Dave Rich	62
Stephen Lowel	59
Bill Bartels	55
Rory Holladay	55
Steve Jones	55
Casey Callender	53
Jim Wright	50
Timothy Doland	45
Jeff Cesmat	42
Sandy Robertson	42
Skip Cristy	41
Eugene Morris	37
Ken Fuller	36
Chuck McIntosch	33
Ed Dreschler	35
Mark Sparks	32
Robert Guy Stone	31
Ed Steffen	30
C. H. Wheat	30
Brent Sanderson	28
Cris Smith	24
Bob Anderson	23
Paul Lass	21
Larry Bird	21
Ronny Roderick	21
Steve Okuda	17
Bruce Boyd	15
Gerald Jarman	15
Rod Sexton	15
Mike Boyle	13
Dennis Yuricek	13
George Moore	12
Wayne Rutlrdge	10
Ronnie McDaniels	10
Ron Christner	9
Keith Edwards	8
Tom Howe	8
Joe Herrera	7
Harold Hanvey	7
Terry Davis	6
Earl Parker	5
John Huelson	5
Doug Grantz	4
Chris Jones	2

PERRIS TT
Perris, Calif.
April 14, 1973

100 NOV	
Larry Monroe	Kaw
Greg Kelso	Yam
Rusty Miller	Kaw
100/125 A/E	
Craig Harbin	Kaw
Eddie Beeson	Yam
Vince Byrnes	Yam
125 NOV	
Mike Kohl	Yam
Paul E. Lass Jr	Suz
Larry Bean	Yam
175/200 NOV	
Brian Searey	Bul
Robert Michalik	Kaw
Dennis Yuricek	Bul
250 NOV	
Joel Shedden	Yam
Bill Seales	Bul
Chuck Markley	Hon
250 NOV	
Kevin McKelvey	Yam
David Anderson	Kaw
Tim Thibodeaux	Yam
NOV MOTO	
Jim Carley	Yam
Jim Murdock	Kaw
Ed Yanez	Yam
NOV	
Bill Mitre	Suz
Fred Scurlock	Mai
John Bean	Mai
A/E	
Casey Callender	Yam
Bill Bartels	H-D
Paul E. Lass Sr.	Suz
MINI A	
Jim Hall	Hon
Ricky Livingston	Yam
Joe Spangler	Ind
MINI B	
Danny Davis	Yam
Jeff Hall	Yam
Bruce Heiland	Yam

MOTOCROSS
REACH OUT RIALTO
Rialto, Calif.
April 15, 1973

500 EX	
Albert May	Mai
Brent Rhoades	Hus
Ken Hirchert	Kaw
500 JR	
Eddie Evans	Hus
Lynn Taylor	CZ
Randall Lang	Hus
250 EX	
Wayne Hardcastle	Hon
Mike Chastain	Mai
Toni Duni	CZ
250 JR	
Rob Raymer	CZ
David Martus	CZ
Chris Grissom	Yam
125 EX	
John Atwood	Yam
Chuck Lunde	Suz
Paul Arakawa	Mnk
125 JR	
Albert Cancino	Hus
Bruce Gadberry	Yam
Ted Nece	Yam
100 JR	
Phil Gagnon	Suz
David Callaway	Hon
Mark Gagnon	Bri
MINI BIKES	
Jerry Jones	Hon
Dan Hrynkiewicz	Hon
Brian Fountain	Yam

TT SCRAMBLES
Corona, Calif.
Apr. 17, 1973
by Elaine Jones

MINI A	
Keith Baker	Hon
Vince Ragsdale	Hon
Adam Oller	Hon
MINI B	
Ricky Hoffman	Hon
David Oller	Hon
Jim Hall	Hon
100 NOV I	
Jack Holman	Yam
Jeff Wright	Hon
Don Snyder	Hon
100 NOV II	
Jeff Middleton	Kaw
Richard Shook	Yam
Russ Miller	Kaw
100 AM/EX	
Robert Murray	Kaw
Tim McWhorter	Kaw
Ricky Naymola	Yam
125 NOV	
Mike Tidwell	Yam
Ed Burns	Yam
Stacey Berry	Yam
125 AM/EX	
Ricky Naymola	Yam
Steve Fortune	Yam
Eric Engen	Yam
250 NOV I	
Wiley Miller	Kaw
Ron Flury	Bul
Chelle Blythe	Yam
250 NOV II	
John Matherson	Bul
Todd Bishop	Bul
Roy Widener	Bul
250 AM/EX	
Dan McWhorter	Mon
Mike Myers	Yam
Steve Fortune	Yam
OPEN NOV	
Ron Christner	Suz
Bob Anderson	Yam
Ron Diller	Yam
OPEN AM/EX	
Walt Foster	Yam
Tommy Jarnagan	Mai
Craig Myers	Yam

D-35 SCRAMBLES
Broadsliders M.C.
Chowchilla, Calif.
Apr. 14, 1973
by Paul Faly

POWDER PUFF	
Kim Davis	Yam
Kim Friedli	Yam
Florence Hiser	Yam
55 NOV	
Tim Parker	Suz
Danny Huchabay	Suz
Kevin Makwell	Suz
55 JR/EX	
Doug Garrison	Suz
Ken Magee	Suz
Joey Bell	Suz
56-89 NOV/JR/EX	
Jim McIntyre	Hon
Stan Hankins	Yam
100 NOV	
John Rogers	Kaw
Duana Smell	Yam
Rod Greener	Suz
100 JR	
Dale Jones	Yam
Mike Thrig	Hod
Sam Mathews	H-D
100 EX	
Doug Garrison	Suz
David Sharp	Suz
Jeff Bell	Suz
125 NOV	
Rick Pappas	DKW
Bill Ross	Pen
Richard Robinson	Suz
125 JR	
Scott Galloway	Yam
Jim Turney	Suz
Jim Crawford	Suz
125 EX	
Neil McDannald	Pen
Mike Keith	Suz
Craig Scroggins	Bul
175 NOV	
Randy Cook	Kaw
Chuck Hankins	Yam
Bill Linenback	Yam
200 NOV	
Darrell Winter	Bul
Jim Blackwood	Bul
Randy Tomkins	Bul
200 JR	
Britt Davis	Bul
Stan Champlen	Bul
Mike Thrig	Bul
200 EX	
Doug Garrison	Suz
Mike Keith	Suz
Don Roberts	Bul
250 NOV	
Chuck Hendriks	Bul
Don Roofs	Ric
Mark Speak	Mai
250 JR	
Sam Mathews	H-D
Dan Dean	Mon
Chuck Hicks	Bul
250 EX	
Neil McDonald	Hon
Richard Hill	Hon
Alan Saganspi	Hon
500 NOV	
Don Raut	Tri
Jim Alam	CZ
Tim Cochhiser	CZ
500 JR	
Dan Green	CZ
Mark Tracy	CZ
500 JR	
Dan Rouit	—
Steve Berferd	BSA
500 EX	
Bobby Rogers	CZ
Don Roberts	Yam
Jack Roghstien	Tri

TT SCRAMBLES
De Anza Park, Calif.
Apr. 15, 1973
by Elaine Jones

PEE WEE	
Keeney Conover	Kaw
Richard Jones	Hon
Pat Burroughs	Cat
MINI A	
Johnny Miller	Ind
Randy Bennett	Tar
Scott Stabolito	Hon
MINI B	
Mark Hoops	Hon
Mike Klock	Hon
Greg McBride	Hon
OPEN MINI	
Eddie San Roman	Hod
Raynee Payen	Hon
MINICYCLE	
STOCK	
Jimmy Simmons	Hon
Fred Conover	Ind
Tory Gallagher	Ind
0-65 DIV I	
David Livingston	Yam
Jimmy Simmons	Yam
Brad Rudy	Yam
0-65 DIV II	
Martin Riske	Yam
Al St. George	Yam
Richy Simmons	Yam
66-75 DIV I	
Richy Simmons	Hon
Larry Ezell	Hon
Steve Bushing	Hon
66-75 DIV II	
Scott Cecil	Hon
Steve Flatebo	Hon
Ricky Livingston	Yam
FUEL	
Joey Hamilton	Hon
Shon Anderson	Hon
Renee Payen	Hon
70 POWDER PUFF	
Kelly Maine	Hon
Margie Burroughs	Hon
Helen Hartfield	Gem
SPECIAL OPEN	
Marty Miller	Hod
Joey Hamilton	Hon
Shon Anderson	Hon
MOTORCYCLES	
75-100 POWDER PUFF	
Pam Bennett	Kaw
Michelle Williams	Hon
Kelly St. George	Yam
100 DIV I	
Jon Dunn	Kaw
Stan Kinsey	Kaw
Bill Ross	Kaw
100 DIV II	
Marty Miller	Hod
Chuck Hoops	Bul
Jim Olson	Yam
125	
Jim Olson	Yam
Nick Barrick	Yam
Bobbi Pruitt	Yam

SCRAMBLES
Fremont Raceway
April 14, 1973
by Bill Spencer

100 NOV	
Rod Spencer	Yam
Bill Hanam	Hod
Ronnie Rohr	Yam
100 JR	
Paul Duncan	Kaw
Steve Williamson	Yam
125 NOV	
Craig Robinson	Yam
Jorn Nielsen	DKW
John Nunnes	Yam
125 JR	
Mark Allen	Hod
Ron Sarver	Bul
Kurt Engel	Yam
125 EX	
Kim Jorgensen	Suz
Ron Alsop	Bul
Dick Garcia	Bul
175 NOV	
Mike Johnson	Nov
Mike DenDulk	Yam
Jim Palmer	Bul
200 NOV	
Art Stone	Bul
Norman Cose	Bul
Ken Cypriano	Bul
200 JR	
Eric Johnston	Bul
Kevin Alsterlind	Bul
Tom Flaherty	Bul
250 NOV "A"	
Dennis Rude	Yam
Don Kirby	Bul
Greg Ragon	Suz
250 NOV "B"	
Ed Stegall	Kaw
Bruce McGregor	Oss
Dave Greene	Oss
250 JR	
Larry Alexander	Bul
Andy Whitaker	Bul
Jeff Pacheco	Oss
250 EX	
Mike VanLienden	Mon
Pat Brown	Bul
Mike Kalamaras	Bul
350 NOV	
Dave Goodwin	Kaw
Phil Vitale	Hon
Steve Sims	Kaw
350 JR	
Bob Malley	Bul
Mike Sexton	Bul
500 NOV	
John Neuenburg	BSA
Steve McKibbin	Yam
John Nunnes	Yam
500 JR	
THor Oden	Suz
Steve Burgess	BSA
Mike Vestal	Yam
500 EX	
Jerry Kole	Yam
Mike Allen	Yam
Gary Lozano	Suz
650 NOV	
Paul Bacchi	Tri
Jim Gannon	Tri
650 JR	
John Tavis	Tri
Rudy Jacobs	Tri
Ed Nunes	Yam
650 EX	
Mike VanLienden	BSA
Alex Jorgensen	BSA
Steve Spence	Tri

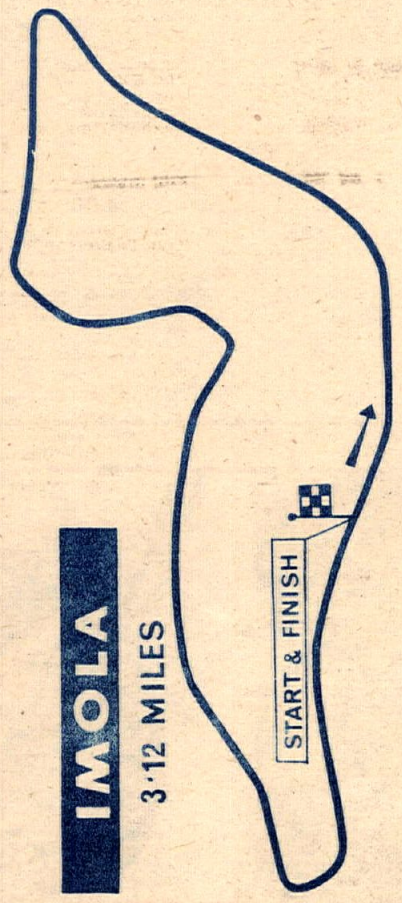
SHORT TRACK
Lemoore, Calif.
Apr. 18, 1973
by Paul Faly

0-89cc NOV	
John Alves	Ind
Dana Beckett	Suz
Rod Mars	Suz
0-89cc jr6ex	
Jim MacIntire	Hond
Danny King	Yam
Don Howard	Suz
100cc NOV	
Ron Powers	Yam
Steve Boswell	Suz
Jonny Rogers	Kaw
100cc SR	
Sam Mathews	H-D
Mike Woods	Yam
Greg Bookout	Kaw
100-125 EX	
Doug Garrison	Suz
Mike Keith	Suz
Jeff Bell	Suz
125cc NOV	
Rick Vellanuva	Suz
Tim King	Yam
Larry Lute	Kaw
125 JR	
Tom Boles	Yam
Randy Myers	Yam
200cc NOV	
John Habecer	Bul
Joe McDaniel	Bul
Randy Tompkins	Bul
200cc JR	
Brian Smart	Bul
Jim King	Car
Gene Galy	Suz
200cc EX	
Mike Keith	Suz
Mike Wilson	Yam
Dave Baker	Bul
250cc NOV	
Sammy Holander	Hon
Dave Hill	Mon
Jay Work	—
250 SR	
Ken Wise	H-D
Don Myers	Bul
Doug Storbey	Yam
250cc EX	
Tony Francisco	Yam
Mark Stabb	Yam
Jim Bell	Suz

HALF-MILE & SHORT TRACK
Corona, Calif.
Apr. 18, 1973
by Elaine Jones

SHORT TRACK	
MINI A	
Vince Ragsdale	Hon
Ron Hattendorf	Hon
Gary Ontiveros	Yam
MINI B	
Jim Hall	Hon
Dave Garner	Ind
Keith Baker	Hon
100 NOV	
Richard Shook	Yam
Robb Rice	Yam
John Stiemsma	Kaw
100 AM/EX	
Robert Murray	Kaw
Steve Stiemsma	Yam
Rick Anderson	Yam
175-200	
Hal Cheetwood	Bul
Steve Bales	Bul
Brian Searcy	Bul
250 NOV	
Todd Bishop	Bul
Rick Warren	Bul
Dewey Seaver	Bul
250 AM/EX	
Mike Myers	Yam
Terry Griner	Yam
Dan McWhorter	Mon
OPEN NOV	
Gary White	Yam
Steve Gardner	Yam
Jim Creger	Hon
OPEN AM/EX	
Mike Thomas	Yam
John Hoffard	Bul
Steve Okuda	Yam
HALF-MILE	
100 NOV	
Jeff Wright	Hon
Robin Richey	Kaw
Jack Holman	—
100-125 AM/EX	
Terry Griner	Yam
Steve Lyons	Suz
Robert Murray	Kaw
250 NOV	
John Matherson	Bul
Brian Garcia	Yam
Don Clemens	Mai
250 AM	
Terry Griner	Yam
Jeff Pollastrini	Oss
Sparkie	Yam
250 EX	
Mike Myers	Yam
Dennis Creason	Bul
Jerry Greer	Yam
OPEN NOV	
Steve Gardner	Yam
Jim Cregor	Hon
Todd Bishop	Bul
OPEN EX	
Mike Thomas	Yam
Jim Wright	Bul
Steve Okuda	Yam

All crossed up but, luckily, someplace to go. MXin' the Mojave.

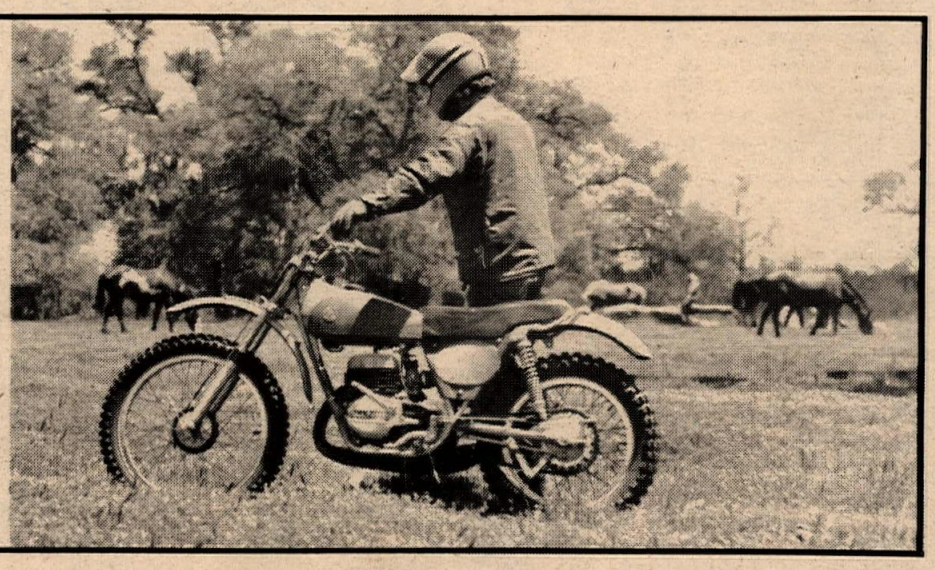


250 PURSANG — THIS BIKE CAN WIN GRAND PRIX

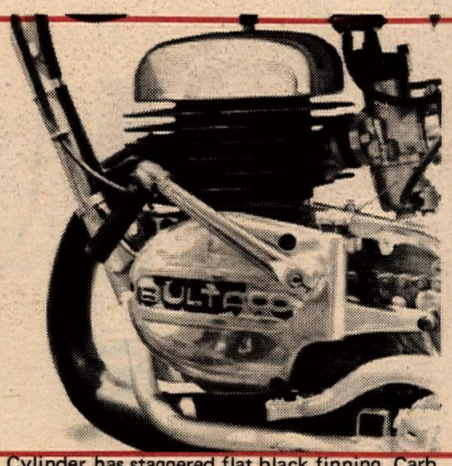
Pursang 250 lent itself to all sorts of motocross acrobatics. It felt very light.

250 PURSANG PARAMETERS

Engine	244.29cc, 1 cyl. 2-stroke piston port
Bore & Stroke	72x60mm
Carburetor	36mm Amal
Claimed Horsepower	36.3BHP @ 7,500 RPM
Compression Ratio	12:1
Ignition	Femsa pointless CDI
Gearbox	Five speed, close ratio
Clutch	All steel in oil bath
Wheelbase	54.75 inches
Seat Height	31 inches
Front Wheel	3.00 x 21 with Pirelli MX tires
Rear Wheel	4.00 x 18 with Pirelli MX tires
Front Forks	Betor w/7 in. travel
Rear Suspension	Betor w/4 in. travel
Fuel Capacity	1.85 U.S. gallons
Ground Clearance	9½ inches
Weight (Dry)	220 pounds



Akront rims and Pirelli knobbies proved to be the hot set-up; chrome pickle didn't.



Cylinder has staggered flat black finning. Carb worked flawlessly.

Snail cam axle adjusters were nifty; stock rear shocks bottomed out severely.

Beter forks were excellent. Small, light front hub didn't contain much brake.

by John Huetter
Photos by Dave Schoonmaker and Huetter

For years Bultaco has been building fast fiberglass-covered motocross machines with, in general, a reputation for having narrow powerbands with lots of power concentrated therein, such power being produced by cantankerous, breakage-prone engine and components. Everybody knew they were quick and they collected their share of motocross wins.

Still, Bultaco jokes proliferated and for some reason nobody took them that seriously outside of the smooth dirt tracks. Then came the Astro for that particular application which, in fact, did produce gobs of horsepower over about a 2000 RPM range.

The reality of the Pursang, especially the 250 Pursang, has never been what the stories would have you believe, at least for the last three model years. Now, Jim Pomeroy's Spanish Grand Prix win on his 250 Bultaco has made people take notice of the Cemoto marque as a serious world class contender. Since the 1971 model, the 250 Pursang has had a fairly broad power range and the break-once-a-moto jokes haven't fit the machine.

We were fortunate to obtain a 1973 250 Pursang through Bay Area Bultaco, the same Bultaco-only dealer who provided our 175 Alpina. It proved to be a potential class winner. The reasons are detailed below.

We don't maintain, and neither does Bultaco, that this is the identical bike that Pomeroy rides. Jim's bike wouldn't fit most test riders or potential buyers since it has been tailored to fit him and only him. The same is true of all GP bikes. Footpeg position, wheelbase, bars, seat, etc. are modified to individual rider preference. Most sportsman riders do the same on their competition machines. The way the stock Pursang comes out of the box, it is a good "fit" for riders between 5'9" and 6' with normal to above-average dirt racing abilities.

The first thing we noticed changed on the '73 Pursang is that the gas tank was larger by over half a gallon which should make 45 minute world championship length motos no hassle. The second thing we noticed was that the bike started on the first kick. We were amazed. The greatly improved Spanish 36mm Amal and Femsa pointless ignition combined to give first or second kick starts the rest of the day, even after killing the engine with the gas taps on.

The next surprise we encountered was the torquiness of the 250 motor. You don't have to rev its guts out to get moving along at respectably rapid rates. The engine wanted to be shifted up to the next gear and pull from the bottom of the powerband to make the most rapid progress around a tight motocross course. With the stock "chrome pickle" silencer, we did find that the engine ran out of breath sooner than it probably should and was not as fast as it could be. The Pursang pipe was apparently not designed with the addition of the large silencer in mind. The ugly glob does keep the machine tolerably quiet, though. Even in close quarters it did not have an irritating exhaust note.

Out on the track, the light, nimble feel of the machine through the first half-dozen corners was a reminder of how easy it is to ride a Pursang fast the first time out on it. You can get it way over on the berms and sweepers after a couple of laps and not feel uncomfortable.

It does definitely handle better with power on. When you turn the throttle off, the positive feel of control goes away and everything about the bike gets neutral. The Pursang will still slide corners as well, or better, as anything else in the class. That's the fun part. The business part is reflected in the speed with which you can go into and come out of corners. Third and fourth are very useable gears for cornering on most tracks and the available torque way down in the RPM range is adequate to get you moving without loss of time when you come off the berm.

As a bonus effect, the carb never loaded up the engine and seemed to be metering the gas-air mixture as well as any you could ask for. Amal has really cleaned up their act of late. Throttle response was always positive and satisfying. With the very restrictive muffler, it did lack the top end to keep up with some of its modified brothers on the straights. With stock gearing, most riders will still definitely find a use for fifth.

Bottom end power was adequate to do strange things like wheelie up off-camber banks out of gullies. There must be a demand for that sort of thing.

Betor forks work and work well. Hardly anybody will disagree with that. The telescopics on the front of the 250 Pursang will disappoint no one. Tracking, racing over stutter bumps, every conceivable motocross terrain situation was handled well.

The Betor shocks at the rear are not up to par, even compared to their predecessors. They bottom out over even moderate jumps and jar your body something fierce. Bay Area Bultaco suggested an oil change to solve the problem. Curiously enough, upward dampening and rear end control over whoop-de-doos was acceptable. The front forks never leaked a drop, nor did any other orifices on the Pursang.

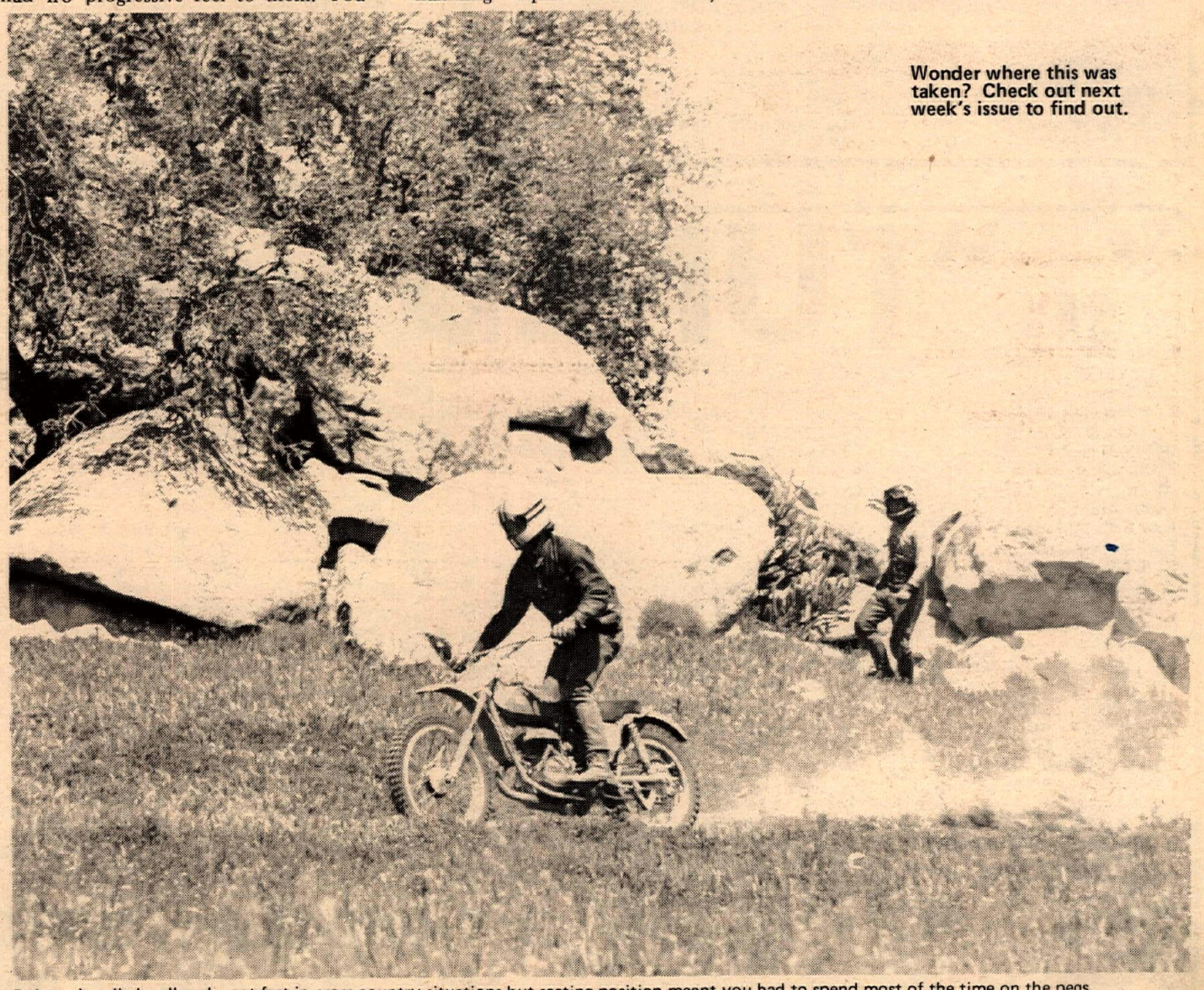
The brakes, as set up, were not up to the task of stopping the quick Bultaco in that last few critical feet before a corner. They weren't very strong and had no progressive feel to them. You had to either have some big ones or start shutting off sooner than you'd like to make any sharp changes in direction. We were curious as to how much brake swept area the very small, light front hub could contain. Apparently not too much. There's weight-braking tradeoff in there somewhere. The rear brake would have been adequate if the one up front had the stopping power required for corner to corner charges.

The Bultaco frame is very stable and never even developed a hint of twitchiness. Reinforcing rods have been run from the frame to the back of the cylinder head to keep the motor from hammering against the front downtube. Braking over ripples never resulted in getting out of shape or hopping around. The innate stability of the Bultaco was amazing, especially considering how little the rear shocks were smoothing it out on the downstroke. It still provided the best handling – as a matter of fact, handling equal to the very best motocrossers tested – with the power on.

You had to stand up to change direction quickly unless you were gassing it. The bike would drive around sweepers with the rear wheel right on the verge of breaking away and the front wheel driving against the thrust vector. It does the famous Bultaco fun slides almost as well as its flat track cousin, the Astro. The feel of charging through a corner on the Pursang, power on, gives you one hell of a thrill. It's all controllable, too.

Seating position is inflexible. There is one comfortable place to be on the long seat, nestled down right up to the tank. The back of the seat is too hard to sit on at all. If you want to move around, you have to get up on the pegs. The pegs themselves seem perfectly placed. The shift lever is right there next to your right foot but at least one tester found himself missing the left side brake lever which is tucked in very close to

Wonder where this was taken? Check out next week's issue to find out.



Bultaco handled well and went fast in cross-country situations but seating position meant you had to spend most of the time on the pegs.

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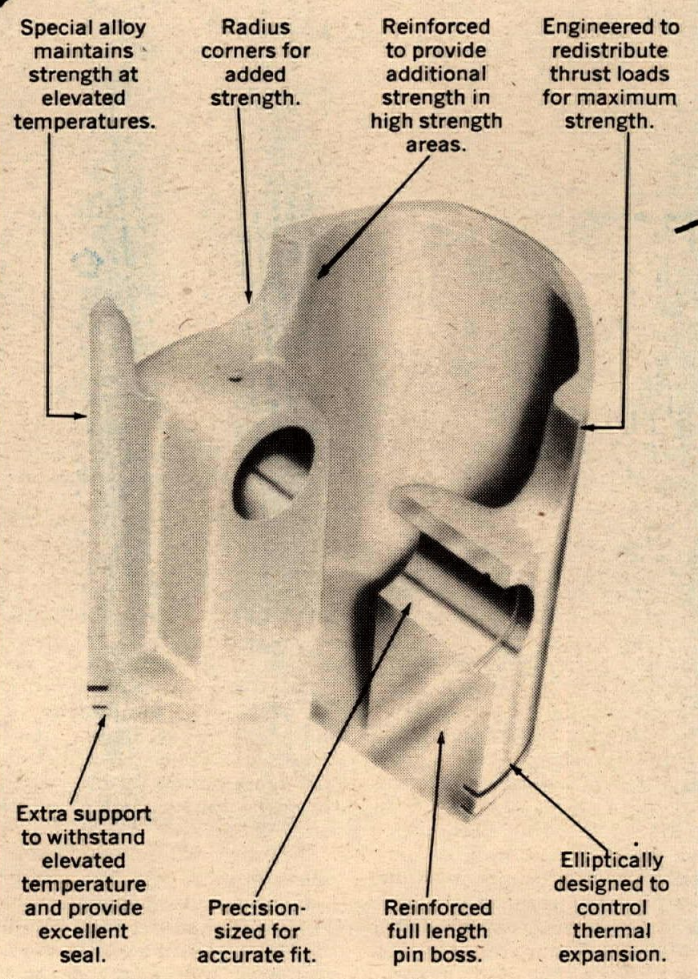

MODELS AVAILABLE

BULTACO	HARLEY-DAVIDSON	KAWASAKI	OSSA
CARABELLA	HODAKA	MAICO	PENTON
CZ	HONDA	MONTESA	PUCH
FUJI	HUSQVARNA	MOTO BETA	SACHS
SUZUKI	YAMAHA	ZUNDAPP	

Wiseco

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Rider was surprised to note that gearbox slipped into neutral when contacting the ground. It was so fine on the Bul going up but it hurt this rider's tongue coming down. Whoopee and ouch. A lot of fun aside from that.

the case in terms of footpeg position.

The gearbox ratios are about right but still require a fair amount of shifting to get the best response out of what we felt was a restricted engine. Clutch action is very smooth and light. That whole aspect of riding the Bul produced no complaints. As set up, the shift lever itself was very sensitive to slight nudges and would come out of gear fairly easily if you accidentally brushed it. Shifting itself was smooth and crunchless.

The layout of the machine is just about right for motocross. The tank and seat are nice and narrow and you don't hang up on anything when you stand up, sit in the specified seating position, or move around on the pegs. Everything is streamlined and tucked away wherever it might contact the rider. The bars were wide enough and nice and low for motocross; they were too low for cross-country and might have to be changed even for some MX riders.

The best thing we found to merge from the combination of handling and stock (i.e., muffled) power characteristics was the ability to go fast into a corner and gas it coming out in third. You could actually tighten up, easily, on the exit line thereby setting up better for the next corner. The more power, the better it wants to go where you want it to go.

In our first five hours of Pursang testing nothing broke or fell off. It was still starting on the first kick and never loaded up. We took it back to Bay Area Bultaco for them to set it up as they do bikes they sell. This involved replacing the "fish oil" in the Betor shocks and

(Continued on page 47)

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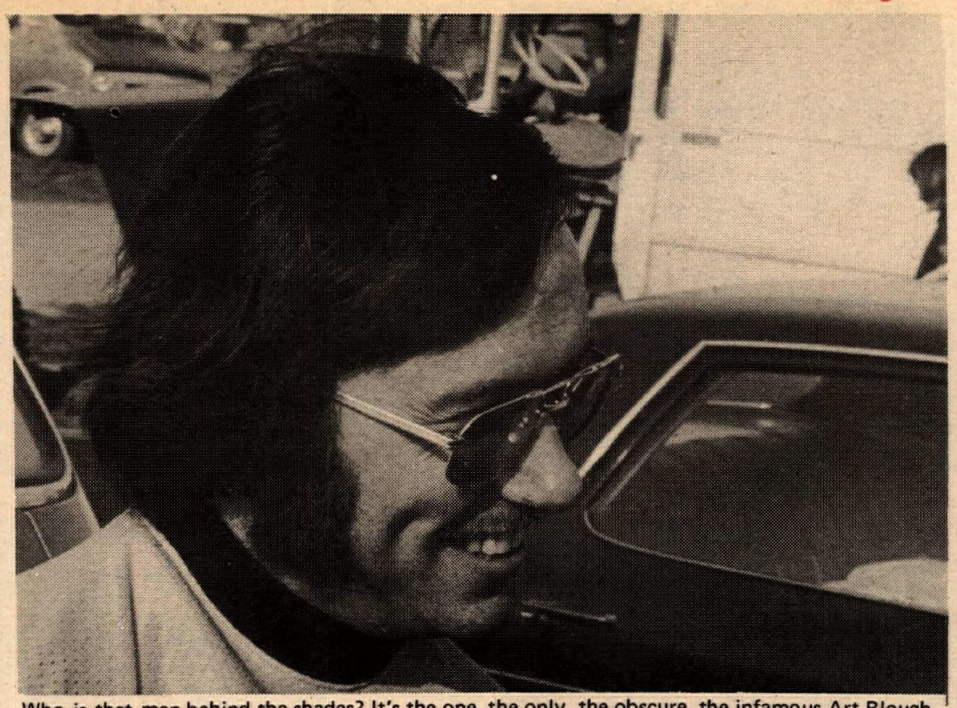
Suzuki Didn't Know They Had Art Blough But He Won A National



Who is that man behind the shades? It's the one, the only, the obscure, the infamous Art Blough. — Photos by Kocks and Curtner.

Bill Kain finished top "A" Heavyweight in what was referred to as a very "dry" Fallen Timbers. That stuff sure looks like mud but Ohio has strange ways.

Ron Bohn was rapid but mud in the carb did him in.

by Rick Kocks

TOLEDO, OH., April 15 - On Sunday the Glass City M.C. hosted their fourth annual Fallen Timbers National Enduro.

All the top contenders were there: Ron Bohn, Bill Kain, Jack Penton, Bill Uhl. At every spectator point a murmur would ripple through the crowd as one of the better know riders went by. "Say, wasn't that so-and-so?" Never once, however, did anyone say, "Hey. that was Art Blough!"

But while the crowd was keeping an eye on the top names, Art Blough was riding to an overall win aboard, of all things, a 250 Suzuki. ("Oh, no wonder I didn't see him.")

After the first (of many) mud crossings, it was difficult to pick out even the best riders, let alone a relative unknown on a Suzuki. After the event, though, finding the winner proved to be no easy task. Responses ranged from an incredulous, "Art who?" to "Sure, I know Art. Last time I saw him was in Pennsylvania."

Art Blough has been enduroing since 1968, and in that time, his best National finish was 'B' Highpoint in the Little Burr. At Fallen Timbers he dropped 36 points to capture the overall win, an excellent performance to say the least.

And the other riders? Kain finished with a 957, which netted him 'A' Champ for the day. Uhl finished second in the 125 class behind Dick Burleson. Jack Penton left the action early, his machine suffering a bent chain and Bohn finished out of it, his bike taking a lot of mud in the carburetor.

Sixty miles of the run was laid out in the Maumee State Forest. At the end of the day many riders commented that, in comparison to past Fallen Timber events, it had been a relatively dry run. One year, only seven riders finished.

Even at that, though, there was an abundance of mud, ooze and slime. On top of that there were several sections of tight, knuckle--smashing woods to negotiate.

At this time, with all state land closed to motorcycles, the future of the Fallen Timbers event is unknown.

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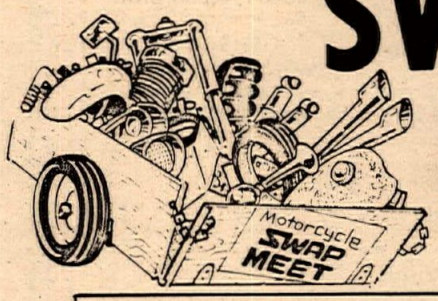

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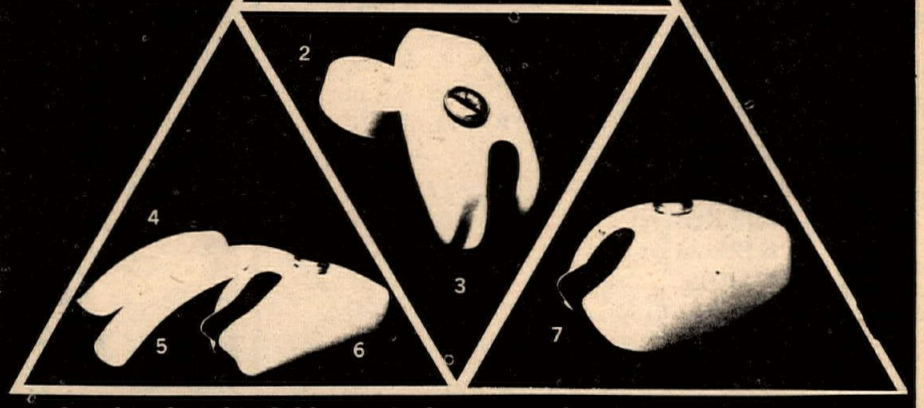

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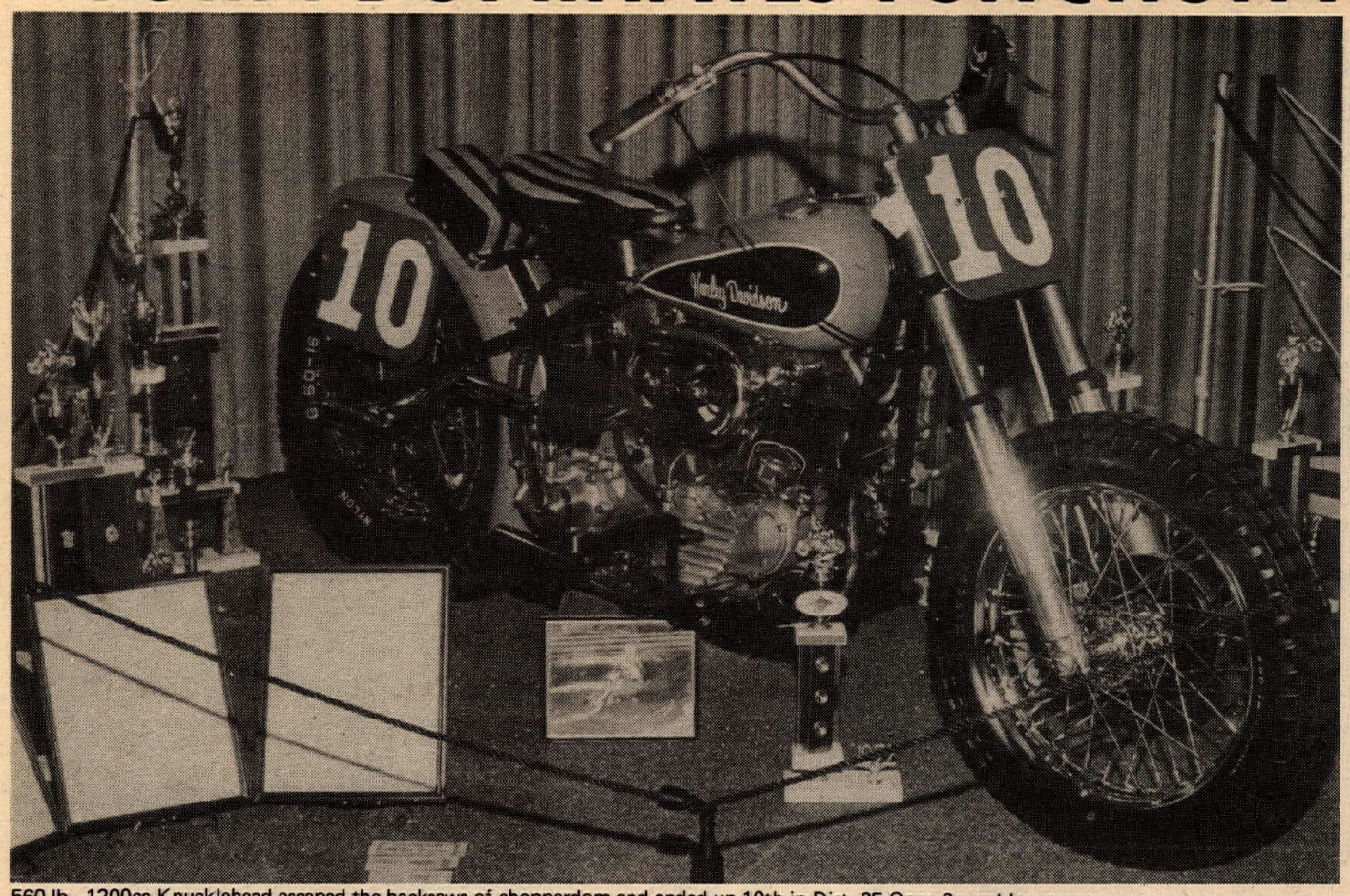


560 lb., 1200cc Knucklehead escaped the hacksaws of chopperdom and ended up 10th in Dist. 35 Open Scrambles season.

"Ah, hmm, oogah!"

by C. Clayton
Dennis Greene Photos

Man's willingness to be dazzled, amused and nostalgic over wheeled, self-propelled things was exploited over the weekend at the Los Angeles Sports Arena. The building itself resembles a stucco wheel discarded in one of the raunchier sections of North Watts. Inside, around the rim, were the motorcycles again displayed, only this time promoter Joe Parkhurst of CBS Publications promised a difference.

"It's still a custom bike show," the ads read, "But this time...we are giving a boost to the off-road, competition, production street and classic bike enthusiasts." Unused to such solicitude, the off-road, competition, etc. enthusiasts made little use of the opportunity to spotlight their mechanical indulgences.

The bike were there, all right: Ron Knapp's Yamaha of Fontana/Circle Industries asphalt slicker; Rickmans' new Six Days tool (the only I.S.D.T. bike in the show); Jewel Hendricks' blue and yellow '69 Triumph street racer; Tom Culp's Daytona-winning 500 Triumph – a reminder of the days when 500cc imports played David to Harley-Indian's 750cc Goliaths; Rick Zimmerman's immaculate Harley-Davidson Knucklehead Open class scrambler; reminding us of the days when "Lightweight" meant 750cc monsters; the 1936 bronze head Rudge Ulster from the Madigan collection along with the Norton and Velocette Grand Prix racers of the Thirties, all restored to ultimate perfection by Edward Arnold; the 1942 WLA Harley racer ignomiously customized by some hack.

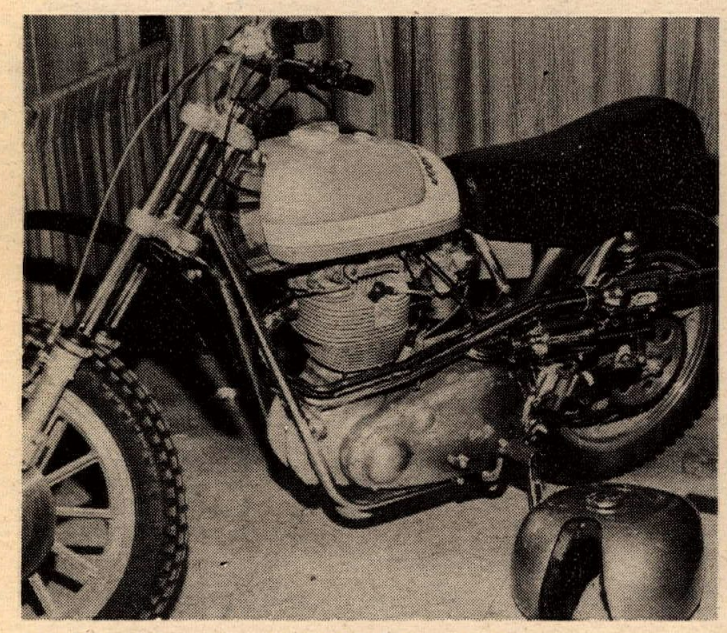
The bikes were there, and they were beauties. But the way they were displayed was a wretched disappointment. By contrast, the ridiculous, unridable choppers garnished their spaces with all manner of visual delights. "Eastertime" was the prevalent theme and the chopper displays must have bought up most of the Los Angeles ration of shredded green cellophane, inflatable plastic bunnies and candy eggs.

Only one modern competition bike had anything resembling a showcase, Randy Meliota's flawless 400 CZ MX, which retained a certain cobbiness under the chrome that I liked.

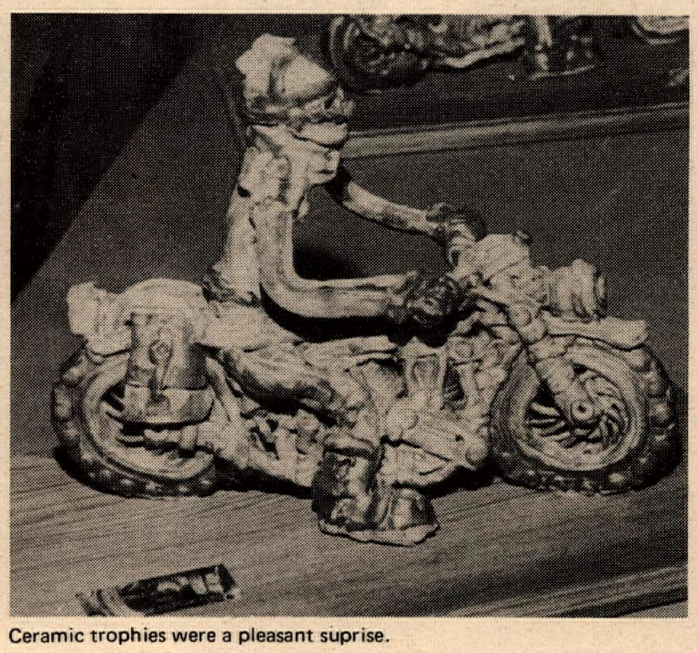
The Baja-and-Mint winning 400 Husky, however, was merely gunked and parked, leaving a brief sign and one's imagination to supply the setting. Even Parkhurst's famous '62 Honda CR93 production racer hid in a dark niche without so much as an action picture as evidence of its application. So did Paul Kyle's classic Matchless G-50, the winningest underdog machine of them all.

Industry displays were ho-hum, as could be expected from an industry that is "showed-out" after a dozen such appearances so far this year. Yamaha's was the exception. They showed off their new DOHC, 8-valve, 500cc roadster and their new 500 "Scrambler" production weapon. They also capped the historical trip by showing Jarno Saarinen's 350 watercooled Yammy which won Daytona last month, and more recently took the headlines at Imola, Italy.

In his tenth year of promoting the CW Show, the ever-creative Parkhurst has a good theme in his new approach. The industry is losing interest in public shows and the freedom to expand in the spaces vacated by commercial exhibits is an opportunity for real creativity on the part of "environment" artists. With any luck, the enthusiast-collectors of Cycle World's vast reading audience should volunteer not only their polished, ultimate things for the show, but spend some imagination on the way they are displayed.



Jody Nicholas brought a trick BSA Gold Star...huh?



Ceramic trophies were a pleasant suprise.

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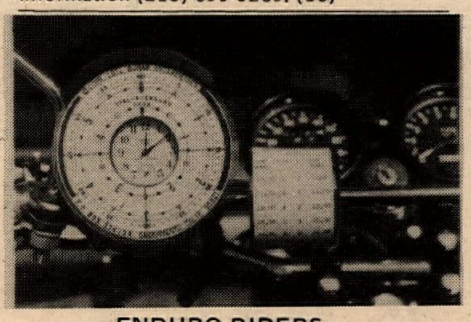

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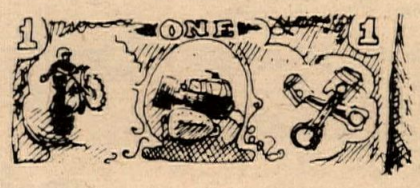

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Bailey pipe, J&R silencer, spark arrester, 3.50 rear knobby just installed, Mavrick shocks, K&N desert bars and green sticker, like new. $400.00 firm. (213) 598-6319. (16)

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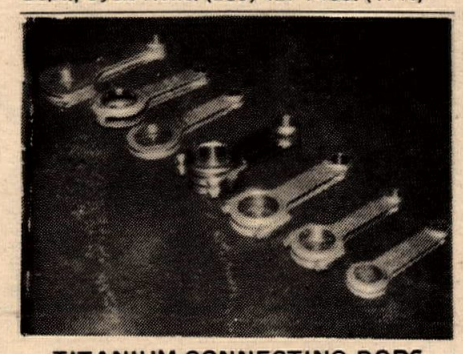

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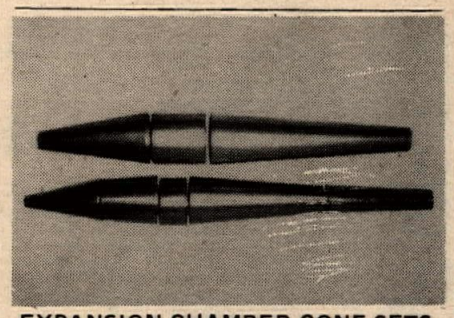

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Ft. Hood Two Days for ISDT

by Jack Ferguson

FORT HOOD, TX., Apr. 2, 1973 — The Fort Hood Dirt Riders hosted the first ISDT two-day trials at Killeen, Texas on the 31st of March and the 1st of April. The two hundred and eighteen riders were greeted by clear skies and cool temperatures.

The event was AMA and FIM sanctioned. Mr. Russ March was in attendance on Saturday, watching and taking not of any problems encountered for future reference. Other AMA officials present were Jim Cagle, Director of Amateur Activities, "Mr. Berkshire," Al Eames, and District Manager Ted Kelderman. Regional Manager Tom Clark was entered as one of the Amherst Meadowlarks.

All riders were required to report to the impound area prior to 7:00 P.M. on Friday for inspection, marking of major parts with paint, and a DB (sound) test. The motorcycles were then impounded in an area surrounded by two rows of concertina (barbed) wire and guarded by sentries.

Saturday's events consisted of two loops of a fifty-mile course on the east side of the base. There were four gas stops, five time checks and six stamp checks on each loop. The terrain was varied with hills, rolling meadowland, wooded sections, tank trails, and a liberal sprinkling of water crossings and mud holes. The riders soon learned about the mud holes on a tank trail. They're bottomless!

The first two special tests were an acceleration and DB check located about a third of the way through the first loop. The riders didn't have time to string out and the timing trap was undermanned and as a result some of the later riders lost up to fifteen minutes waiting for their turn to go through the test. To compensate, points lost at the next check were not counted.

One difficulty encountered early in the course was a climb up the west face of Castle Mountain. Though only a few hundred feet high, the trail had loose rocks and riders had to jump a 1½ foot ledge about fifteen feet from the top. Many riders were caught high center on the ledge and had to back off and try again.

One "E" for effort and a silver went to Carl Cranke as he rode most of the race with only his front brake. The rear brake camshaft sheared at the spline between checks 1 and 2 on Saturday. Cranke was aboard one of two 250cc KTM/Pentons in the country and no spares were available. Carl also turned in second fastest time in the 250 class in the last speed test on Sunday.

The third special test on Saturday was a 6-mile speed test up what appeared to have been an old fire road, much of which was loose gravel and rock. Mr. March was johnny-on-the-spot to ensure there was no repeat of the morning's problem. As long as we were there no rider lost more than 45 seconds.

There was quite a lot of talk and at least one official protest filed Saturday night over riders receiving outside assistance and/or parts. The protest was filed against three Rokon team members. It seems their pit crew was seen lubing chains at one of the fuel stops. It also seems that someone entered one Monark more than was needed and stripped it after check one on Saturday for spares. The bike was later impounded off a truck.

Sunday morning dawned crisp and clear. There had been a lot of rain during the preceeding weeks in the area and as a result the west course had some extremely difficult water hazards and mud to contend with. Sunday's loops was also much hillier than Saturday's and generally tighter.

The course crossed Cowhouse Creek several times and at the farthest downstream crossing about thirty or forty percent of the 116 Sunday starters drowned out. Dick Burleson, who had kept on gold up to that point, lost about fifteen minutes clearing his 125 Husky of water.

It was also at this crossing that one of the Rokon's big faults was seen. The primary drive "V" belt is exposed on the engine side and as soon as it became submerged it was a jiffy wash for the engine resulting in most cases in a drowned engine. Most of the Rokon riders quickly learned to kill their engines and walk through the deep water.

Ninety-two riders finished the race Sunday within the alloted time and were given the option of riding the last special test or accepting one bonus point more than the slowest competitior in their class. Most rode.

Heats were run with fourteen in each heat of the combined 100/125 and eighteen in each heat of the 250 class. The Open riders ran at one time. Racing wasn't ended until 6:45 Sunday afternoon. Riders were treated to cocktails and an awards dinner commencing at 7:00.

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Excellent condition, many extras, must sell. Completely set-up for desert, $950.00. (805) 259-1133 or 255-0194. (16)

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Dust Returns to the Desert

Choking dust and a deep silt, no traction uphill combined to separate the Novice from the Experts —literally. The green plate guys hardly had a chance.

"Oh, that's just Cordis Brooks finishing fourth overall on a DKW trailbike with a flat tire. Ho hum." Sometimes SoCal specators really get too blase about it all.

Mitch Mayes (Hus) was second overall behind Tom Brooks (DKW) but Tom did it with about 300 less cc's displacement. Mitch got top Heavyweight Expert.

and Tom Brooks Wins Overall Again

by Alice Rhea
Photos by Connie Farmer

Curse you, Desert Barons, (Gasp, Pant) That Was a Killer Course!

STODDAR VALLEY, CAL., Apr. 21, 1973 – All winter long it has been cold and miserable and raining and we sorta got used to it. We liked the fact that we were racing in virtually no dust. We got so used to it, in fact, that today, when the gound had finally dried out and the weather was warm and sunny, we all nearly died from the choking dust and heat.

Tom Brooks, red faced and panting rode his 125 DKW across the finish line for yet another first overall. He washed the dust from his face and throat and pulled the cactus out of his hand while we waited for second place, Mitch Mayes (Hus).

When he caught his breath, Tom said that on the second loop of the Hare Scrambles he came to the bottom of what had been a rocky hill to find it broken down under the pounding of 800 bikes and littered with disgusted Novices who hadn't been able to make it over even once.

"I think the bike would have pulled the hill," Tom said, "but there were so many people in the way I couldn't really get a run at it. I had to hop off and push about halfway up."

For their first race, Desert Barons picked Stoddard Valley just north of Victorville and terrain which, if not virgin, hasn't been ridden in such a long time that it appears virgin.

"That's cool," quipped one Amateur, "if there is anything special about virgin rocks." "More like an enduro," added an Expert, "but I guess we have to get used to it. It's either rocks or whoop-de-doos."

Before it broke down, the course was pretty neat. Up and down three hills, one of which looked straight up and down, out across Stoddard Valley, back through rolling desert into home check and start it all over again. The hill, which was steep, didn't appear too formidable to most Experts and Amateurs, but by the time they got through chewing it up the first time over there was no traction left on it for the Novices.

The more experienced ones, Mike Powers, Geoff Burgess and Trailbiker Mike Leckich felt their machines starting to bog down, leaped off and pushed over. Others, less experienced or less enthusiastic about winning, bogged down, dug in, made two or three attempts and finally said "Forget it. I'm staying right here."

There were three hundred of them stuck on the side of the hill when Brooks, Mayes and Bakken went by, either too disgusted or too tired or maybe even too scared to try to get down. And it got worse. One late arriving rider reported that there were now Amateurs and Experts stuck on that hill. May I rub things in and tell all of you who got stuck that Desert Daisy Sharon Rosenauer made it on her little Rickman?

Which reminds me – the rider of the day has to be Bob Hayes. The front of his Monark looked like it was about to fall off so Bob left the starting line and went back to the truck to tighten up a few bolts. Just as he finished he heard thunder and looked up to see the Am-Ex start. Drat! Jumping on the bike, Bob dashed out to join them, remembered he didn't have a starting check and spent an eternity running down a Desert Baron to get the mark. Starting ten minutes behind the pack, Bob passed "a hundred riders, including Sharon Rosenauer. Delighted to pass this little Daisy on the downhill, Bob shifted the Monark into sixth and tucked in, wound out down the fire road, grinning like mad.

Zzzzap! Sharon went by him like he was standing still. Even so, Bob managed to say with her, following her over "The Hill" the second time and finishing at 106 overall right behind Sharon.

At the smokebomb, an unidentified rider had the lead. He was so far away from the bomb that it was impossible to tell who he was, but he didn't have the lead for long. Mitch Mayes (Hus) charged by just ahead of Tom Smith (Yam) and we could see Tom Brooks (DKW), just before the dust closed in. By the first hill, Brooks had gained the lead, but today Mitch was determined to stay with him.

"The second time I got on my head, I sat there and watched him ride off," Mitch said. "And I just said, 'Adios, Tom."

A.C. Bakken, who was invisible in the dust at the bomb slipped into third place and gave chase. Looks like A.C. is going to have to have a new helmet. He got off and bounced four times on his head with feet sticking straight up in the air. A little dizzy, A.C. nevertheless remounted and finished third to be presented with an Easter egg by a young admirer. (No doubt to match the eggs on his head.)

Everybody's favorite desert racer, George Walker (Kaw), is back in the running, finishing a commendable fourth overall today. George said if he hadn't got a push up the hill he would still be there.

Cordis Brooks (DKW), who had been running about twelfth overall at home check had moved into an incredible fifth overall by the finish, hills notwithstanding, and with a flat.

Jerome Ruzicka was the hot flash last year on the 250 AJS but things kept going wrong. Jerome got a new 500 Yamaha from Glendale Yamaha and maybe this move into the heavyweight class is what he needed. He finished sixth overall which is better than he had done in a long time.

It isn't usual for a Novice to have a full sponsor, but Mike Powers isn't the usual Novice. Seems like everything Mike finishes he is first Novice and Westminster Sportscycle, believing Mike has great potential scooped him up and sat him on a new 1973 Montesa. Mike repayed their faith by taking yet another first Novice today. Desert Barons who were keeping track said Mike finished the first loop in exactly the same time as Tom Brooks made. C'mon, Hailey, transfer the kid and lets see what he can do against the Amateurs and Experts.

Sixth Novice overall and first 400 Novice was Robert Williams who said he and his 400 Husky fell down over 1000 times. Not a bad finish for all those get-offs.

The next time you see Mike Leckich he will probably be an Amateur. He rode his Hodaka to first overall in the Trail Novice class in spite of having the flu and, like overall winner Brooks, had time to wash his face, have a drink and catch his breath before second place Bill Binyon (Hod) came into sight.

Has anybody seen Bill Firant since home check?

One thing the Barons did really impressed me. They had riders stationed along the pit road all morning and they ran down anybody who was speeding and gave them a little talking-to. And if you think you can out-run the pit patrol, well, how many of you can ride faster than Jim Fishback?

(Continued from page 38)

installing a proprietary silencer, welded on to the pipe. We had run on the same plug all day.

When we retrieved the Pursang 250 from Bay Area, the chrome pickle had disappeared and a neat welding job had attached a J&R silencer. The shock oil had been replaced with 10 weight American petroleum product and, as far as we could tell, nothing else had been touched. The carb jetting was left the same with the notion that what ran rich with a restrictive muffler would be about right without one. Carburetion seemed just about right in subsequent running.

The engine response was noticeably changed as soon as we let the bike warm up and dropped the clutch. It was a lot crisper right off the low end of the rev range and this time it would wind on out, developing respectable speeds before it ran out of power. The Pursang had been slow compared to some 250s, including other Pursangs, previously. Even the most skeptical riders allowed as how this Bultaco was now a pretty fast motorcycle. It was, but it was still torquey enough for about any grubby MX situation thrown at it. The higher speeds made it a lot better cross-country mount, however.

Greatly aiding the performance, by allowing the rider to ride it fast more comfortably, were the newly filled shocks. They never bottomed after getting the fresh oil and provided good feel and smooth rear end motion whether straight line charging or sliding the corners of fire roads.

Even at the higher speeds attainable sans pickle, the Pursang never did anything surprising or nasty to the riders during the entire test (except smack us in the rear with the too-hard seat). It was one of the most confidence-inspiring motocrossers we've ridden and one of the few that was *never* dropped during the days of the test. We rode it hard; it just never got so out of shape we couldn't recover. One of the testers liked its manners particularly well. The others were more divided about the handling. All agreed that it was surpassingly good at some things; pretty good in all aspects of handling and power.

What's this jive about breakage-prone Buls? The forks never did leak. We did nothing more than lube the chain and cables and put pre-mix in it (That was kind of a drag with the backbone up against the filler cap.), never changed the plug; and never had any trouble with it. Nothing rattled loose or fell off. We had to bump start it twice out of 15 starts on the last day of testing.

Bultaco has a winner and not just for Jim Pomeroy.

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Less than one third of the specially modified machines finished at the Postoli qualifying trials. But all of our entries won gold or silver medals. On stock machines.

We didn't enter expecting to win. It was only our second qualifier. What we did want to see was how our machines would do without engine modifications. So except for some very minor changes we entered standard bikes.

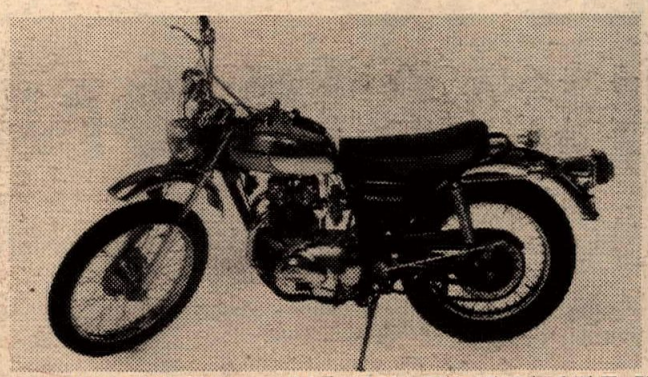
Our lightweight team consisted of 3 Rickman Six Day Enduros, right out of the crate. Our riders were Jim Welch, Mike Hechtman and Richard DeGraw, winner of a gold medal at Fort Hood the week before.

In the 251cc and over class we had Ken Harvey, John Greenrose, Frank Diaz and Dave Mengenast on Triumph Trophy Trails. The Triumphs were the only four-stroke twins in the race. The rest of the field consisted of singles, nearly all of them 2-strokes. Specialized racing machines, tuned and modified precisely for this kind of competition.

Triumph's entries were on/off road bikes. And we entered them just to see how they would stack up against the others.

The conditions were tortuous. It rained all day Saturday. Sunday was clear but the ground oozed with mud. There was high water all around and the rocks presented an ominous picture (when they could be seen through the slop). Only 94 of the 300 entries even finished.

But the three Rickmans took home silver medals. And three of the four Triumphs took home golds. Ken Harvey, the only silver medalist for Triumph, is forgiven. He won a gold at Fort Hood. TRIUMPH/Rickman



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